AUGUST 31, 1951

The Autocar

1/-

FOUNDED 1895 LARGEST CIRCULATION

All that's best in Britain...

The Regimental drums . . . . . we can almost hear their throb across the vast parade ground . . . To day, as in the past, the craftsman works with unerring skill to preserve in bold colour the names of battles fought long ago . . . . in the same way the skill of past engineers is carried on in the products of the Standard Motor Company, representing as they do in every detail of their design "all that's best in Britain."

The Triumph Mayflower

Manufactured by
The Triumph Motor Company (1945) Ltd., Coventry
A subsidiary of the Standard Motor Co. Ltd.
London: 37, Davies Street, Grosvenor Square, W.1.
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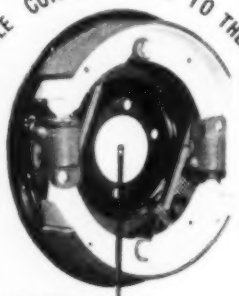
THE GREATEST SINGLE CONTRIBUTION TO THE MOTORING INDUSTRY



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GIRLING
autostatic
TWO-TRAILING
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self-adjusting
HYDRAULIC
BRAKE

practically every major advance in the history of braking started in the GIRLING *research and development department*

it's this unremitting effort that keeps

GIRLING

THE BEST BRAKES IN THE WORLD

WAY OUT AHEAD

GIRLING LTD KINGS ROAD TYSELEY BIRMINGHAM 11

FIRST AGAIN!

Another British Victory on Shell

LIÈGE—ROME—LIÈGE RALLY

1st. Johnny Claes **2nd.** Herzet

and Team Prize

ALL TO JAGUAR USING SHELL PETROL AND OIL

The winning Jaguar is the only car to finish without lost marks in the history of the Rally.

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LEADERSHIP IN LUBRICATION

CLEAN HANDS?

Greasy, grimy, pore-clogged hands cannot be avoided by the motorist who services his own car. Soap and water are not enough. He should clean them with Duckham's Antiseptic Skin Cleanser the speedy, easy and effective way.

A blob on the hands — a rub, a rinse — leaves the hands thoroughly clean and the skin soft, smooth, supple and germ-free.

Ask your garage for a descriptive leaflet or write to Alexander Duckham & Co. Ltd. 346, Kensington High Street, London, W.14.

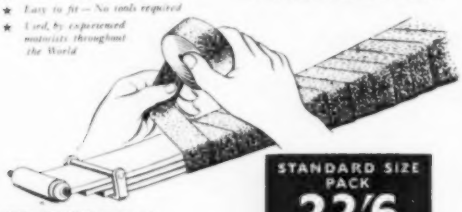
Duckham's
SKIN CLEANSER

WIDELY USED IN INDUSTRY FOR MANY YEARS

6 REASONS WHY YOU SHOULD FIT DREVO

REGISTERED
SPRING PROTECTOR

- Guarantees trouble-free suspension
- Provides a water-tight cover and excludes grit
- Maintains rust-free springing system
- Eliminates squeaking springs
- Easy to fit — No tools required
- Used by experienced motorists throughout the World



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"DREVO"

is fitted as standard by Austin to their A.70 and A.90 models; also by A.C. Cars. A wrapping of specially manufactured material, impregnated with a graphited composition which never hardens or cracks.

"DREVO" provides moisture-proof protection and prevents mud, granite chips or rust from lodging on the leaves of the springs.

Fit "DREVO" now and your car will glide along.

STANDARD PACK *For cars up to 10 h.p.* *Complete 22s. 6d.*
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Obtainable from leading motor dealers and garages or direct.
Descriptive leaflet, free on request, from Sole Distributors:

THE ECONOMIC SALES SERVICE
1, WELLCLOSE SQUARE LONDON, E.1
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Why pay More? Save on your OIL

For OVER 40 YEARS THOUSANDS OF SATISFIED MOTORISTS HAVE USED ONLY

JAGROSE SUPER DE-LUXE MOTOR OIL FOR ALL CARS

5 GALS 32/6

Carr. 5/-

JAGROSE FULL CAPACITY CAR BATTERIES

Fully Guaranteed. For regular use of Starter and Lights.

Type	Volts	Amps.	Size in inches	Price
A	6	57	6.7 × 6 15/16 × 9¼	79/6
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Packed in Crate and Carriage 12/6. There is a Jagrose battery to suit every car. Quotations by return.

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12" × 12" × 1" 7/6 Post 10d. Larger sizes quoted for.

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"QUICK FIT" CONNECTION

Standard, 8in. × 2½in. barrel 16/6
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Very efficient. Fully guaranteed. Packing and Carriage 1/-.

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with large suction pads to protect roof

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10% to 30% more mileage per gallon from petrol. Quotations by return. State car, h.p. and year. 12/8

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For most popular cars. State nut size when ordering. Each 3/6 Postage 9d.

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suitable for all grease guns.

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6 or 12 volt. To screw on dashboard. Post and pkg. 9d. 7/6

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Chromium plated. Post 9d. 5/6 Both 1/6 extra.

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Pump action 2½ pint capacity with wall bracket. Limited supply to clear value 39/6 25/-

Jagrose Foot-Control DIPPER SWITCH

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Jagrose Sprocket Removers

Midget for magnetos etc. 15/9, Small 2-leg 18/3, Small 3-leg 17/6, Medium 2-leg 25/-, Large 3-leg 29/6 each. Post 9d. Post and packing 1/3.

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379-381 EUSTON ROAD LONDON N.W.1 · EUS 5231

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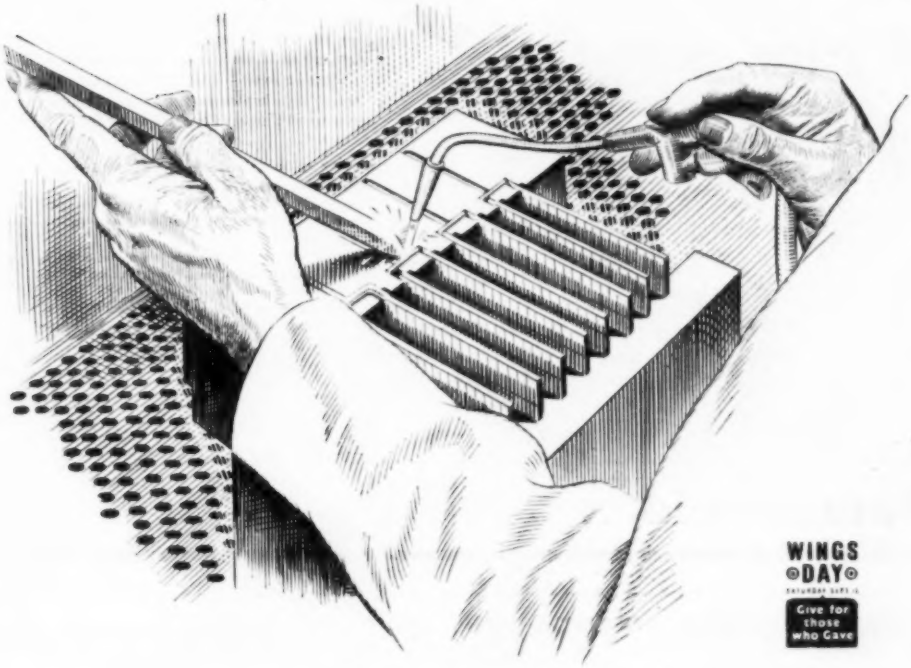


WINGS DAY
Saturday Sept. 15
Give for those who Gave

To watch an Oldham starter battery being made
is to watch the skilled hands of expert craftsmen
constantly at work, performing a host of delicate operations
that no machine could do as well.
It is in these hands that much of the future
of battery development lies,
for they belong to the men who
have grown up with the Oldham company
and who are individually contributing to the design
of starter batteries of tomorrow.

OLDHAM

the Battery with Power to Spare

OLDHAM & SON LTD · DENTON · MANCHESTER · ESTABLISHED 1865

"No need to worry about steel sheet Sir - thanks to Samcoweldex"

IT'S QUICK

"But I want a first-rate repair to that panel Tom. I shall be driving some important clients next week and I don't want a patched-up job."

"Leave it to me — and Samcoweldex — and I'm sure you'll be pleased with it Sir, I shouldn't recommend it unless I knew it was good."

SAMCOWELDEX Car Body Repair Process enables Garages, large or small, to give customers a new repair service.

Repairs to body work eaten through by rust, when carried out with SAMCOWELDEX are quick yet durable and quite invisible after re-spraying.

This method of repair is used extensively in America, and by arrangement, the Samcoweldex materials are manufactured in this country to similar exacting specifications.

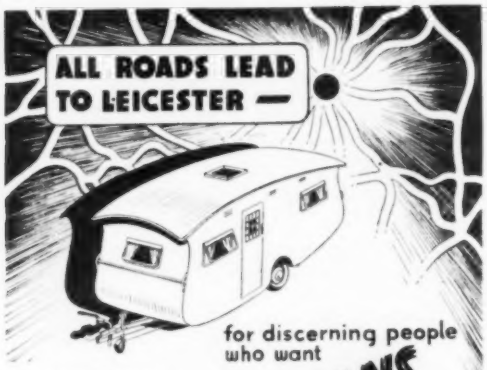
No heating, no welding, no panel beating; but the result is still a first-rate job.

Order your supplies of the SAMCOWELDEX GARAGE PACK No. 1, price 45/- retail, from your regular Wholesaler Stockist.

IT'S DURABLE

IT'S INVISIBLE

Samcoweldex B.U. SUPPLIES & MACHINERY CO. LTD., LAW STREET, LEICESTER



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for every purse & purpose —

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By permitting an entirely free passage for the exhaust gases, the SERVAIS patent no-baffle Silencer eliminates "back-pressure" and enables your engine to give maximum power and M.P.G. For quiet efficiency with all types of engines fit SERVAIS!

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Nation-wide distribution. For terms apply to:

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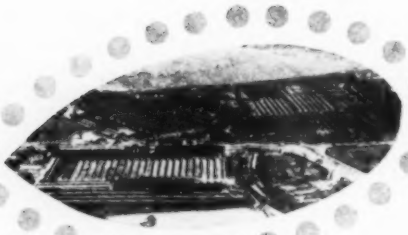

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for AUSTIN SPARES

Factory Replacement Units & SERVICE

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Prices from 45 - plus postage. Supplied with two clips. Extra clips 3/6 each.

The smartest car looks smarter still with this handsome badge bar in position. Let your club and association badges be displayed so that they add distinction to themselves and your car.

Chromium plated and beautifully finished, C.U.D. Badge Bars hold up to five badges. Your service garage can supply and fix the bar . . . the badges are then quickly and easily clipped into position as required.

CASTLES

C.U.D. Badge Bars are individually designed for the majority of post-war British cars.

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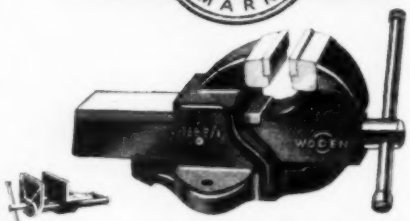

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The LAYCOCK-de-NORMANVILLE Overdrive is kind to horse-power. It reduces engine revolutions in relation to road speed by providing a 'higher-than-top' gear ratio. This gives higher cruising speeds without increase in petrol consumption, and, conversely, reduces petrol consumption at normal cruising speeds. It ensures quieter running and longer engine life.

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Specify this amazing overdrive for your new car.

Full information is contained in a Folder which is available on request.

The British Laycock-de Normanville overdrive

Manufactured by

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UNDER EXCLUSIVE LICENSE FROM AUTO' TRANSMISSIONS LTD., COVENTRY, ENG.

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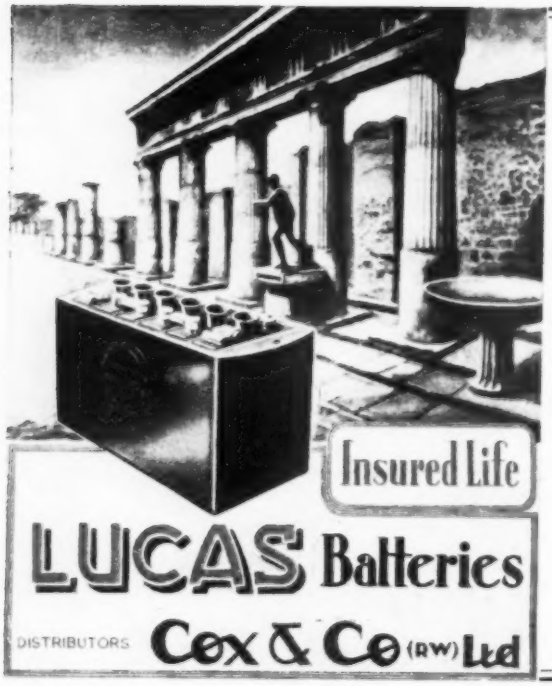

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(LUCAS 890 REPLACEMENT UNITS)

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Read what users say of their . . .

15/10/47. "It seems little short of marvellous that these interiors should stand up for 11½ years constant use. It reflects great praise on you for the quality of the rubber you employ and the workmanship you put into them".
Wolseley 1936 14 h.p.

28/11/49. "These original cushions which have given 10 years full service are to-day in excellent condition".
Sunbeam Talbot 1939.

"Float-On-Air" seat cushions reduce fatigue to a minimum—make driving and riding a pleasure—prevent rolling—do not sag.
WRITE FOR FREE "FLOAT-ON-AIR" BOOKLET.

DAVID MOSELEY & SONS LTD ARDWICK MANCHESTER 12
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Compact. Portable. Designed to give maximum strength. Carried comfortably by hand or in a portmanteau or in the boot of a car. Fully guaranteed.

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PIC-PAC
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FOLDING CHAIR

At all good Garages and Motor Dealers.

PRICE £3-19-4
(Including Purchase Tax)
Canopy if desired
£1-0-0 extra

A Holiday Requirement

Will comfortably withstand 20 stone, yet weighs but 6 lbs. Cannot rust and folds to 21" × 18½" × 3". Zip fasteners fitted in the canvas form a convenient hold-all for a picnic set, books, towels, extra clothing, etc., etc.

DESMO LIMITED
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Annual Exhibition

AND

SPECIAL SALE OF USED MOTOR VEHICLES

WILL BE HELD AT

MEASHAM

TUESDAY 18th. SEPT. 1951

A Golden Opportunity to sell your Car, Caravan, or Commercial Vehicle.

The awards will be presented by
ALAN HESS
of the Austin Motor Company, who holds more motoring records than anyone else in the world.

★

AWARDS IN EIGHT VEHICLE CLASSES

In each of the eight classes, the award will be £25, plus £50 if the vehicle is sold on the same day.

CLASS 1. The best Rolls-Royce, Bentley or Daimler.
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" 6. The best Motor Coach.
" 7. The best Commercial Vehicle (inc. Shooting Brakes and Utilities but excluding vehicles in Class 6).
" 8. The best Caravan.

Substantial cash awards will be presented to the owners of the best vehicles in each class. If you have a vehicle to sell, enter it now for this Special Event at Measham on Tuesday, September 18th.

INDEPENDENT JUDGES

Three eminent motoring journalists will adjudicate: Mr. Courtenay Edwards, "Daily Mail"; Mr. Geoffrey Halton, "Yorkshire Evening News"; and Mr. Ross Giles, "Wolverhampton Express and Star."

Your entries and your attendance are cordially invited.

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(G. A. Hill, M.I.M.I.)

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THE WORLD'S GREATEST MOTOR SALE.

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Send this coupon for full details, conditions and Entry Forms.

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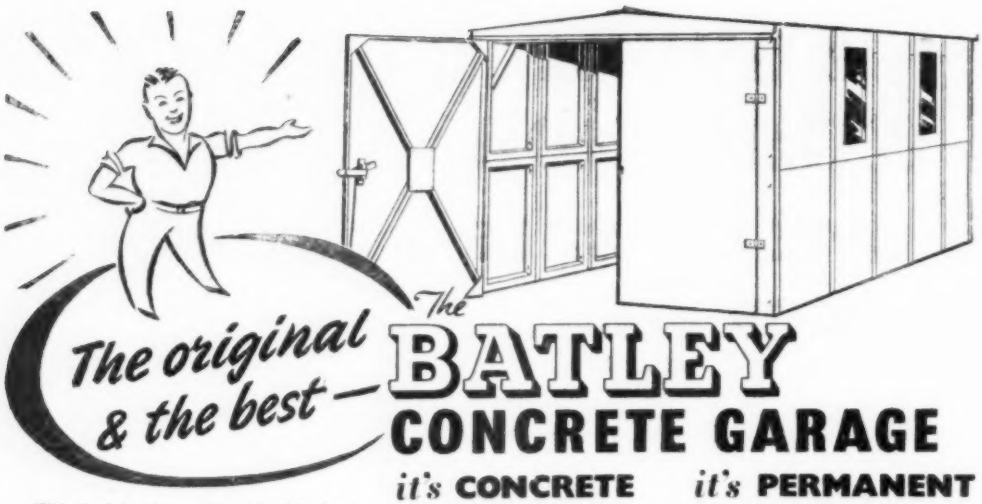

it's CONCRETE it's PERMANENT
it's SECTIONAL it's PORTABLE
it's EASY to ERECT it's FIREPROOF
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With the help of a spanner and a friend you can so easily erect a Batley Garage. No parts fix in the ground; simply bolt the units together on a level, firm foundation and you have a garage to last a lifetime without further attention or cost.

FREE DELIVERY within 100 miles of LONDON AND COVENTRY

Send for fully illustrated brochure.

It's the finest garage value on the market

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GIVE YOUR CAR A TREAT..

Every car deserves the safety and dependability which wiring with Aerialite Auto Cables gives—see your local garageman about having it done, and keep "mobile."

WHAT ABOUT A NEW RADIO AERIAL?

The Aerialite range includes models for fitting on the roof, rear bumper, underneath the running board or to the side of the car.

Prices from 19 6 *to* 35 6

AERIALITE LTD.

CASTLE WORKS, STALYBRIDGE, CHESHIRE, ENGLAND

Claude Rye LTD

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Rotoflo Main Distributors and Authorised Fitting Agents are linked throughout the country in a smoothly operating service organisation which enables you to enjoy the Rotoflo Ride with a minimum of delay. There is a Rotoflo for almost every make of car from 8 h.p. upwards, and light or heavy commercial vehicles. Once fitted and correctly adjusted Rotoflo *need no further attention whatever.* Ask your local garageman to have Rotoflo fitted to *your* car to-day through one of the Main Distributors below.

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Rothon Radiators Ltd., 65 Stewart Road
Boscombe 37311

BRISTOL
Western Services (Bristol) Ltd., Midland Road, 2
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Bearings (Cardiff) Ltd., Ely
Llandaff 1056

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Cheltenham 3816

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Guyvers (Coventry) Ltd., Greyfriars Lane
Coventry 63224

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Dublin 53602

EMSWORTH, HANTS
Rothon Radiators Ltd., 1 Sultan Road
Emsworth 7770

GLASGOW
West of Scotland Eng. Motor & Welding Co. Ltd., 131 Houldsworth Street, C.3
CENtral 5776

HINDHEAD
Hindhead Motor Works Ltd., Hindhead, Surrey
Hindhead 661

HUDDERSFIELD
Hebble Auto Services, Bradford Road
Huddersfield 5840

HULL
Crystal Motor, General & Elec. Eng. Co. Ltd., Bank Street
Hull 15680

KING'S LYNN
O.T.A. Engineering Ltd., White Friars, King's Lynn
King's Lynn 2422

LANCASTER
Frank Hopwood Ltd., 83 Market Street
Lancaster 177

LEICESTER
Castle's Unit Development Ltd., Church Gate
Leicester 65251

LIVERPOOL
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Llandudno 6547

LONDON (SOUTH) KENT, E. SURREY & E. SUSSEX
Robin Hood Garage (Anerley) Ltd., 97 99 Croydon Road, Anerley
Sydenham 7066

LONDON (NORTH)
Broadfields Garage & Eng. Co. Ltd., Standard House, Cockfosters
Barnet 7301

LONDON (EAST)
Shock Absorber Service 125 Lower Clapton Road, Clapton, E.5
Amherst 6468

LONDON (WEST)
Shock Absorber Service, 364 Uxbridge Road, Shepherd's Bush, W.12
Shepherd's Bush 4251

MANCHESTER
Frank Hopwood Ltd., Midway Garage, Matthews Lane, Longsight 12
Rusholme 5507

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Andrew A. Barton, The Garage, Newburn, Newcastle-on-Tyne
Lemington 74449

NORTHAMPTON
A. Mulliner Ltd., Bridge Street
Northampton 907

NOTTINGHAM
Frank Hopwood Ltd., 276 Arkwright Street (opposite Globe Cinema)
Nottingham 88472

READING
Autofactors, 85a Caversham Road
Reading 4790

SHEFFIELD
Brooklands Garage, Brooklands Avenue, Fulwood 10
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A. Goldbourn & Son, Hartshill Road, Hartshill
Newcastle (Staffs.) 69685

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UPHOLSTERY COVERS

Tailored to your personal taste

SEND NOW for FREE PORTFOLIO OF ACTUAL SAMPLES

Protect the upholstery. Prevent "shine" on clothes. Give your car an attractive interior appearance—and maintain its re-sale value.

USE THE COUPON NOW

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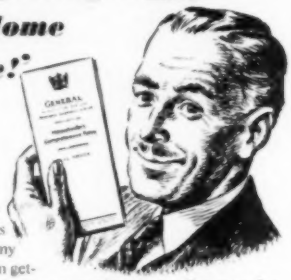
Please send patterns and prices of your "Luxury Look" Covers for my ..... car, ... model, ... year.

Name .....
Block letters, please.

Address .....

Autocar, August 31

'Now I'm getting a free year on Home Insurance!'



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• *PEACE OF MIND COSTS VERY LITTLE* •

SLIDING ROOF CONVERSIONS

One of many testimonials

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I have had one Austin A 70 Hampshire fitted with sliding roof with a Weathershields Sliding Roof. The advantages of such a roof are strong. It affords adequate sunshine for those who spend much time in their cars and allows the sun's heat to be given a thoroughfare circulation of air. Since fresh air and sunshine are necessary for good health, there is no better method of obtaining these essentials than to fit a Weathershields Sliding Roof. As a surgeon I can highly recommend it to all motorists.

(Signed) M.B., F.R.C.S.

Your car fitted with Sunshine Roof in 14 days at our Works, or by appointed fitting agents throughout the Country.
Send for full particulars and name of your nearest fitting agent.

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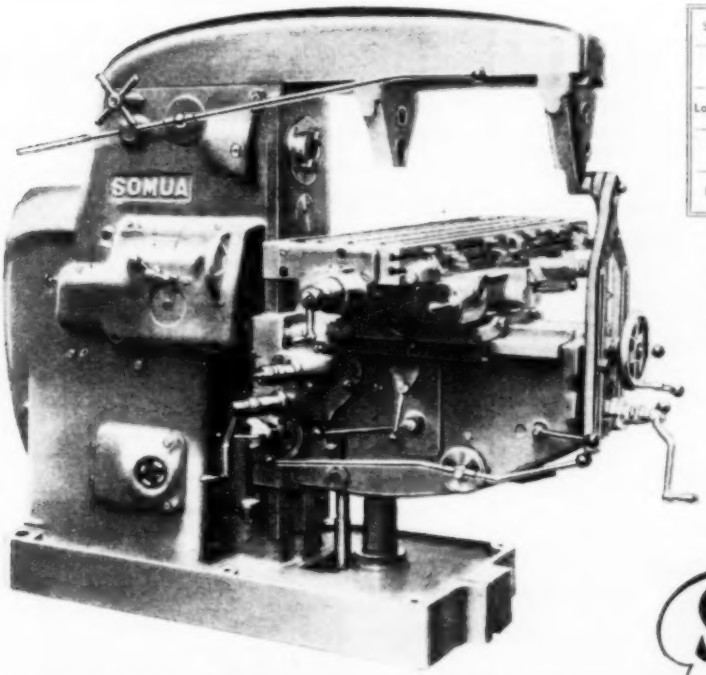

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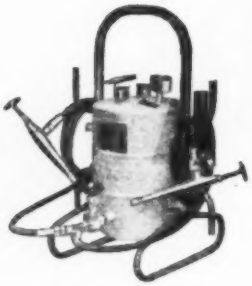

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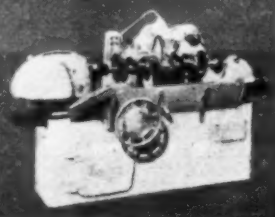

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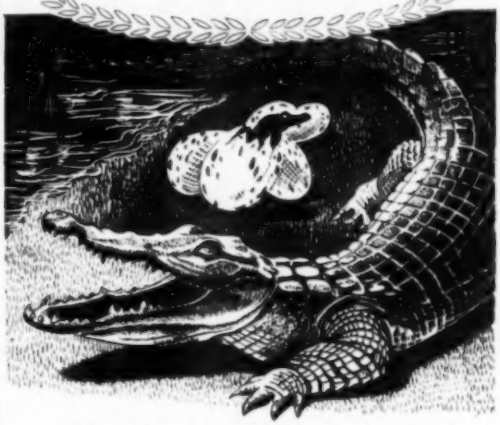

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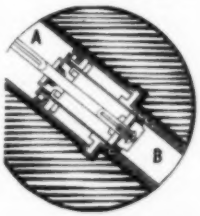

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The Autocar
FOUNDED 1895

No. 2909 FRIDAY, AUGUST 31, 1951 Vol. XCVI

The Importance of "R.P.M."

IN his introductory speech to the new Vauxhall models, described elsewhere in this issue, Sir Charles Bartlett, the managing director, spoke wisely on the subject of resale price maintenance. In doing so, he reinforced the views expressed in the statement on the subject recently issued by the industry, for the superficial attractiveness of price competition can easily blind the public to its dangers as applied to certain goods; of these, cars are perhaps the outstanding example.

As the industry so rightly remarks, cars are not so much "consumer goods" (especially these days) as a form of capital investment, and their maintenance as such has been regarded as a duty by the suppliers. As a result, a vast and intricate system of service facilities has been built up and maintained on the existing margins, and any lessening of those margins must result in a falling-off in efficiency, for any economy that a dealer practises in order to steal a march on his competitors must be at the expense of the service he offers. This is not to say that certain small economies might not well be made, even at the expense of the dealer's own pocket, but a continuous process must lead to encroachment elsewhere. At a certain point vehicles on the road are affected, and at that point mechanical safety is also threatened.

As Sir Charles remarked, resale price maintenance is not synonymous with a price ring, as the manufacturers' existing price policy demonstrates. Firms announce reductions and increases from time to time quite independently of each other, and certain firms—notably Jaguar—provide value for money that compares extremely favourably with the offerings of others. There is thus a healthy competition at the source, and, under resale price maintenance, the manufacturer is able indirectly to control after-sales service by his insistence on quality in return for a fair margin. But if that control is abolished by abolition of the method, the reputation of the product can suffer, and with it the buyer and the prestige of the country's leading export industry.

Reporting an Accident

IF a motorist who has an accident not involving personal injury exchanges name and address and details of the vehicle with the other party, there is no obligation to report to the police under the Road Traffic Act. It is an offence not to report the accident only if details are not given.

Recently cases have come to our notice where accidents occurred, all the necessary information was exchanged and drivers departed with mutual assurances that the subsequent claims would be settled as expeditiously as possible. On the one side details were passed on to the insurers and it was assumed that the matter would be settled peaceably between the companies concerned.

But a few days later policemen turned up with summonses. It seemed that the other driver, in each case, had reported post-haste to a police station and had there given an account of the accident which presented his own action in the most favourable possible light. Careless driving charges were made, solicitors' letters arrived for damages, and the arguments of the defence to the charge of careless driving, and the settling of the insurance claim, were very gravely prejudiced.

This is sharp practice, but the police can scarcely be blamed for their procedure as they have only the one report on which to take action. It is also, of course, conduct which is probably effective in the settling of the claim from the one side without loss of a no-claim bonus or any blot on the insured's record.

Although it is a nuisance to report an unimportant collision, if by any chance motorists are involved in any accident our advice is to *report it to the police at the earliest opportunity*, as well, of course, as the insurance company. Protection is thus given against a prejudiced report being submitted by the other side.

Rapid and irregular wear, with distortion of the tread, resulting from under-inflation.

Performance v. Tyres

PRESENT-DAY WEAR AND SOME POTENT CAUSES : ROAD CAMBER

THE all-round improvement in the general roadworthiness of modern cars, particularly those with independent front suspension and a fairly high cruising speed, has brought into prominence increased tyre wear as a result of this improved performance and, as the cost of tyres has steadily risen, the question of expense looms frighteningly when cover replacements have to be made.

In pre-war days, when the majority of cars had the old single axle-beam front suspension, the general cruising speed was limited by the driving ability of the average owner, but with modern cars with i.f.s. and other features making for limpet-like road holding, the performance has been so vastly improved that a high cruising speed is easily possible under conditions that would have acted as a check on the powers of older cars. As some proof of this one has only to be thoroughly accustomed to driving one of the newer cars and then to try to repeat any given performance with a car built some years ago to realize the advances made in regard to safety, manageability and the ability to be able to relax when cruising at high speeds.

The knowledgeable owner is aware that the rate of tyre wear, as often emphasized by the tyre manufacturers, increases as the road speed rises, until it becomes a very uneconomical proposition to travel for prolonged periods at speeds of 60, 70 or 80 m.p.h. The opportunities of really "hogging it" between 70 and 100 m.p.h. for long periods are available to few drivers (and over few roads in Britain) but of that select number most will be aware of the resultant rate of tyre wear, which can be truly fierce. With the ordinary driver, a cruising rate of something between 45 and 55 m.p.h. can be taken as the common tempo on the roads today, and providing that tyre pressures and other factors are correct, and the amount of throttle given the engine is sufficient to keep the car going *steadily*, then the rate of tyre wear is not enough to cause worry, that is as long as the road is reasonably straight. Indeed, at that average speed, tyres with a modern car should give a good 15,000 miles per cover.

A really disturbing feature with regard to tyres, however, is that excessive tyre wear is directly attributable to old-fashioned, heavily cambered roads, which, although resurfaced and reconditioned in many areas, are still basically as they were a hundred or more years ago. In countless places the old heavy camber is still in existence, on a slope that is often completely against the run of the traffic at that spot, with the result that every vehicle passing suffers some form of needless tyre wear or rolling resistance when normal speeds are maintained.

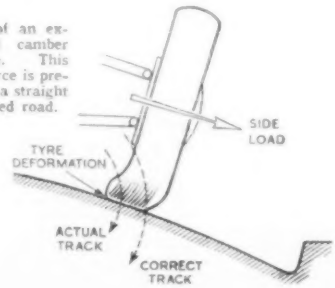
This increase in tyre wear consequent upon road camber is a matter that needs real awareness on the part of the owner. If a careful study is made, it will be observed that a left-hand bend or corner is much less destructive to tyre treads than a right-hand, for the reason that the road camber offers a form of superelevation which resists the centrifugal force acting on the car itself. Providing that the degree of elevation is sufficient and speed is not high enough to cause the car to slide outwards, then the car will corner with little effect upon the tyres. If the corner is taken too fast, then the camber angle may be insufficient to check the swing of the car fully and skidding will take place.

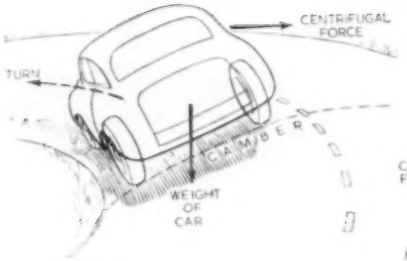
A right-hand cambered corner, on the other hand, is an entirely different proposition, with conditions almost completely against the car from the start. It is there that much tyre wear occurs. The road camber on the left half of the corner actually assists the centrifugal side thrust on the car, which, unless abnormally low-built, would turn over if the speed were high enough. In addition, this tilting effect on the car reduces the adhesion of the wheels on the inside of the turn, still further aggravating the conditions under which the turn is taken.

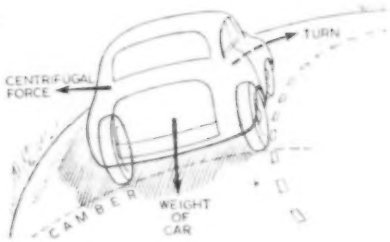
Should a driver decelerate on the corner, mass energy (or momentum) causes a weight transference which, with the centrifugal force acting on the car while it is being steered round the corner, inflicts a resultant and excessive load on the outside front wheel. If, in addition, the driver brakes at the same time a still further load is put on to the front tyres, and there is a reduced grip of the rear wheels.

Unfortunately that is not the end of the business. Apart

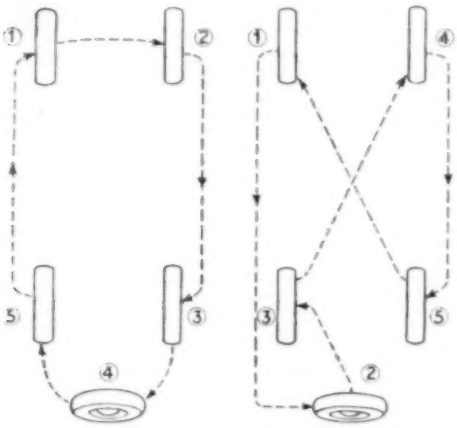
The action of an excessive road camber on a tyre. This deforming force is present even on a straight but cambered road.







There is a transfer of weight on to the inside wheels on a favourable camber, which helps to counteract the transfer of weight on to the outside wheels caused by centrifugal force. On an unfavourable camber, the opposite takes place.



Alternative changeover diagrams for tyres which equalize wear.

from the fact that the weight distribution over the wheels, fore and aft, and laterally, is seriously disturbed, centrifugal force tends to roll the tyres themselves off the wheels, especially at the front, and the front tyres do not then accurately track over the road surface.

From the foregoing, it will be seen that the various forces acting on a car during cornering tend to push down the nose of the car and increase the weight and side thrust on the outside front tyre which itself is being rolled laterally on its tread, on a road surface cambered to accelerate the centrifugal action on the car. A sensitive driver can feel, (and often hear) the appalling strain on this tyre if a corner has to be taken quickly, although such conditions are naturally avoided in the ordinary way.

Taking the four tyres of the car as a whole, it can be estimated that the relative degrees of wear *on right-hand cornering*, are, front outside tyre 60 per cent, front inside 20 per cent, rear outside 15 per cent, rear inside 5 per cent, these figures varying according to tyre pressures, surface of the road and efficiency of the suspension of the car generally. Where, however, the bend has a properly superelevated surface, these figures would be considerably altered and tyre loadings and wear would tend to be more evenly distributed, and the wear and tear on the car would be reduced. And as far as actual comfort in riding and steering are concerned, the elevated bend gives immediate and pleasant evidence of this; indeed, where new roads have been rebuilt on a correct basis, the car will almost "steer itself" around turns on the highway, as though it were on an efficiently designed railway track.

To be economical, it is essential as conditions are at present, and where fairly fast motoring is indulged in, to change wheels frequently to even out tyre wear, as often as at 2,000-mile intervals, not excluding the spare wheel, which is so often forgotten. During the proceedings it is worth time and effort to examine the rate and *nature* of tread wear of each particular tyre, and to check air pressures, and also the tyre pressure gauge itself. Under-inflation is fatal for tread life, leading to lumpy and distorted wear and hidden damage to tyre walls.

The traditional method of wheel change is to move the left side front wheel to the right side front, which then replaces the right side rear wheel in its turn round (in clockwise form as seen from above the car). The right side rear then goes into the spare wheel locker, the spare taking the place of the left side rear wheel, and so on until the complete change of wheels is effected. Another arrangement is to change the left side front wheel over to the right side rear and so on, this scheme being possibly the better of the

Excessive camber angle of the front wheels was the cause of the uneven wear of this tyre.

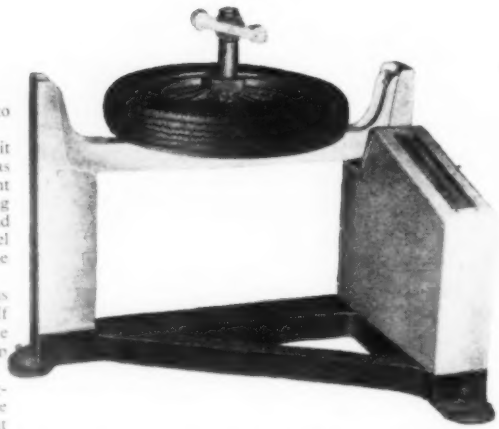
Performance v. Tyres
continued

two, although not so easy to memorize. Do not forget to adjust pressures if front and back differ.

Where lumpy or uneven wear of a tread has developed it is necessary to remember that both the tyre and wheel as a unit are thereby rendered out of balance, an important factor where high cruising speeds are indulged in. Changing round the wheels smooths out the irregularities of tread wear, not only because of the changes of duty per wheel but also the rotation of the tyres is reversed as between the left side and the right side of the car.

Finally, it should be stressed that really unusual forms of wear are often symptomatic of geometrical faults. If there is any suspicion of this, take car and tyre along to the experts for diagnosis so that the crucial measurements can be checked.

Remember also that, although rubber is wonderfully long-suffering as used in tyres, it deserves fair treatment, the basis for this being cleanliness. See to it, therefore, that other substances do not contaminate the tyres, particularly oil. Ideally, tyres should be kept as clean as the bodywork.



A Dunlop machine, available at many garages, on which a tyre and wheel can be accurately balanced.

HIGH AND DRY?

DANGER LIES IN THE NEGLECT OF THE "MARGINAL MARKET"

THE frequent contention of this journal that the world needs economy cars is reinforced by the most recent car export figures to certain Continental countries, which show plainly that the lead which Britain enjoyed for a few years after the war is fast disappearing in favour of Germany, Italy and France. The fact should strike a warning; when a stone is thrown into a pond there is a local splash. But the ripples travel outwards from the disturbance until a considerable wave lips the banks. Has the stone fallen in the middle of the export markets?

Very probably. The complacent view is that, while the Continental manufacturers may well cater for the "marginal market," the British motor industry, with production limited by raw materials and capacity, can well continue to supply the more luxurious and specialized "in-between" market that lies between economy and the pure luxury of the large and powerful American car. That may well be, but only if certain provisos are accepted. The chief of these is that the British car of medium size should remain a much better bargain than the small Continental product, and this is a matter of price, quality and performance.

The price comparison is, at the moment, not causing great anxiety, for British cars are competitive in most countries except against American cars. French Renaults and Panhards are not notably cheap in first cost, nor are Fiats, and the main price challenge is likely to come from Germany. In a *laissez-faire* economy such as Germany's wages tend to keep down, and consequently prices keep down also. Chief competitor here is the Volkswagen, originally Hitler's "people's car," which has been, in the past, too lightly regarded as a competitor. But first cost is not all of price to the buyer, running costs entering very largely into his calculations. In these, and notably in petrol costs, the Continental economy cars have an advantage. Although comparisons are very difficult to make in m.p.g., the figures varying excessively with different driving methods and terrain, it seems that the small European cars enjoy an advantage of five to ten miles per gallon over their competitors from Britain. With petrol 5s a gallon this means a lot. Direct comparison exists in only two models from Britain—the Morris Minor and the Ford Anglia, whose engine size is comparable with that of the larger economy cars of Europe, and here the figures show that economy is quite capable of realization in British designs. But in the rather larger cars, which must, because there is nothing smaller from the factory concerned, compete directly with the Europeans, the advantage is with those from across the Channel. There is no room for complacency here.

The British lead in quality is, quite frankly, far less than it once was, although it is still there in the "feel" of the car on the road. But how long that quality can survive against the drive for increased production, less satisfactory raw materials and a less idealistic spirit amongst workers is problematical. It is craft that makes quality in the design, and conscientiousness in assembly and test that translates it into quality on the road, and the struggle, therefore, becomes one of national identities. Can the British industry say for certain that its designers and workpeople are better and more conscientious than those over the Channel?

Concerning performance, with customarily about two thirds of the engine size, the Continental economy cars are showing a liveliness that is more than proportional to the performance of the British small car. It is obtained by reducing weight and by keeping the engine simple, the exceptions to this engine point being the Renault and Fiat. In the main, the economy trend is towards two cylinders and air cooling, a field in which the motor cycle manufacturer has long taught lessons in b.h.p. Those lessons are being speedily learned by owners who find that a cruising speed of 55 m.p.h. is possible with a petrol consumption of 45 m.p.g.

It is not the purpose of this brief discussion to denigrate the British product. In certain fields—notably of high performance quality cars—Britain has no challengers at the price. But in the mass field she is being strongly challenged, and misgiving arises when it is appreciated that Commonwealth loyalty is undoubtedly playing a large part in keeping British car export figures where they are. How soon will a wave of popularity for "economy" motoring stamp out that loyalty? The British car, in whatever class, should be so much better than rival countries' products that buyers will hear of nothing else.

While politicians still talk big about rising standards of living, the realist knows full well that such rises are likely to be confined only to those whose standards are at the moment deplorable. Those countries—the car-buying countries—which have enjoyed a high standard in the past must almost inevitably suffer a fall in the future as the international levelling-up takes place. As a result, the quality market of today is likely to become the marginal market of a few years hence, and, in proportion, the quality market will dwindle. The manufacturer who aims consistently at the marginal market is likely to attract the biggest business. Henry Ford found that out; so did Austin, Woolworth, Nuffield, Ingersoll and a few others. In order to maintain her standard of living, Britain as a country must be in the biggest line of business where export is concerned, no matter what the product. While the marginal market in cars remains neglected an opportunity is being missed, and the fear arises that the onrush of the economy car may leave the British car isolated in a few favoured markets.

Disconnected Jottings

BY THE SCRIBE
Drawings by Barry Appleby

Two-wheeled Rarity

OVER lunch at the presentation of the new Vauxhalls at Luton, Maurice Platt, executive engineer of the Vauxhall company, told me they had just had an enquiry from a man who has unearthed one of the very rare Vauxhall motor cycles, about twenty of which were made immediately after the 1914-18 war. It was a four-cylinder machine and it had the famous Vauxhall flutes on the petrol tank just like the flutes which are still found today as a characteristic feature on the bonnets of the latest Wyvern and Velox.

✦ ✦ ✦

The New Ones

I DROVE out part of the way to Luton in a new Velox which seemed to retain a full measure of the lively performance for which its predecessor was noted, despite the much larger and more comfortable bodywork on the latest model. The thing that struck me most was the improvement in the steering, coupled with the better handling on corners, and these desirable qualities have certainly not been obtained at any sacrifice in riding comfort.

The top-gear flexibility makes the Velox a real lazy man's car, and even with four up it pulls smoothly away from a crawl on top gear. The Wyvern which I drove for a few miles later on naturally calls for more use of the gear box if brisk acceleration is required, but the special engine mounting of this four-cylinder unit does a remarkable job and enables it to pull away quite smoothly from little more than a walking pace on top gear if you really insist.

✦ ✦ ✦

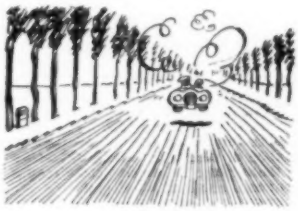
Coolant

IN torrential rains recently a motorist, sensitive to such things, noticed that his oil pressure was a bit higher than usual. He speculated on the matter, and finally concluded that the large sump area (his is that type of car) was receiving a cold bath from the wet and that this was cooling the oil down and causing the rise in pressure.

Certainly I find the oil gauge on my car one of the most fascinating instruments, sensitive to all sorts of conditions. I haven't had the cold bath effect, but the gauge has recently warned me of a blown gasket under the valve cover and of a very slight leak at a union that needed the turn of the spanner. And it warned me of these before I looked under the bonnet and observed the resultant mess. As I check my oil level (therefore lifting the bonnet) every time the car goes out this speaks well for the usefulness of the gauge.

Resultant mess.

✦ ✦ ✦



Fairly hot.

Routes Nationales

THE following figures are given in no "is this a record?" sense, for such claims do not interest this motorist. They are quoted to show what a modern car can do over a good road system. Dunkirk to St. Raphael in a fairly hot XK—750 miles in 15 hours, including stops. The driver was a well-known trials man.

The lesson is there for a country which steadily refuses to do anything to modernize its road system (this one, alas!). Quick journeys save money as well as time.

✦ ✦ ✦

Stoppers

ON a recent wet night I found myself in the agonizing position of heading for disaster and unable to do anything about it. The two-tonner ahead of me was unladen and its brakes were remarkable; unfortunately its stop light was out of action. My wheels locked and I drifted towards the back of the lorry, just holding on and wondering. Fortunately I stopped in time. At such moments the brain works with remarkable rapidity. I remember wondering if I should get more braking effect if I released the pedal enough to let the wheels roll again and then reapplied it. No, I felt, the interval of the pedal's release must counterbalance any advantage. I wondered if the motor cyclist behind me had successfully applied his brakes, and looked back in the mirror to see that he had swung out round my car. I also wondered why the lorry should have braked violently at such a moment (and am still wondering). In the end we all got out of it without trouble and, feeling a little unhappy, I had a look at my brake drums to find that oil had got into the left rear one. Not that that had seriously impaired braking, for I locked the wheels without trouble. One comes to rely rather too much on stop lights, I think.

✦ ✦ ✦

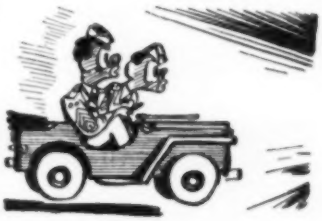
Lugubrious

THE head lamps on the Austin Seven, as I remember them, were very fair, but the owner of the Seven that met me the other night obviously did not think so, for he had mounted two huge lamps as supplementaries. Unfortunately he had put them on the wings, as far apart as he could reasonably place them, and the wings had been unable to sustain the weight. As a result, they had drooped, and the expression on that car's face was as lugubrious as it could be. Perhaps it was mourning the battery, which must be hard put to it to supply the juice for four head lamp bulbs at a time.

✦ ✦ ✦

Bisection

A STORY so improbably amusing that it deserves recording came my way recently. After the war, a Simca owner in France, continually edged from the road and dazzled at night by the widespread beams of American staff and military cars, decided to put up a little opposition. He built himself a set of head lights on two cantilever arms on either side of his car. His mistake was that he made them a little too wide. An American Army car occupied by two coloured G.I.s was approaching.



"De middle."

"My my, what's dis comin' up? Shohly dem lights is too far apart for a car?"

"Must be two cyclists. Try aimin' foh de middle"

NEWS and VIEWS

To Argentina Again

THE first shipment of British cars to Argentina since last April has now arrived in the *President Peron*. The shipment of 166 cars followed the lifting of the relevant import restrictions.

New Willys

SINCE the war the Willys Overland company has been concentrating on Jeep-type utility vehicles, but now the company plans to produce a car as soon as materials permit. It is expected to be an economical, low-built car with a six-cylinder engine.

Israel Starts Exporting

WITH the delivery of 35 Kaiser cars to Norway, Israel has put itself amongst the car-exporting countries. The cars are assembled in an Israeli factory from American-made parts.

Anglo-Swiss

NEARLY 200 Swiss owners of Austins will arrive in England in early September on a mildly competitive rally organized by the Austin company and its Swiss distributors. After following one of two routes, including secret checks, to Droitwich, competitors will disperse for the night before being welcomed at the company's Longbridge works.

No U.S. Cars?

ACCORDING to a report in one of the journals of the American motor industry, U.S. car production may come to a complete standstill in October because of shortage of materials. It said that the materials needed were simply not in sight and that the industry had no great confidence in the controlled materials plan.

Lead and Deposits

A SERIES of tests numbering 17 on six post-war American cars, each test covering 10,000 miles of similar driving, formed the basis of a U.S.A. investigation into combustion chamber deposits and their effect on octane requirements and power output. Three fuels were used: typical petrol unleaded, and with tetra-ethyl-lead concentrations of one and three millilitres per gallon.

It was found that the weight of the deposits in the combustion chamber caused by leaded fuels was irrespective of t.e.l. quantity, but was twice the amount deposited by unleaded fuel. The octane number improvement resulting from the addition of t.e.l. is not nullified, however, by the increase in vehicle octane requirement as a result of the deposits.

In central Paris a new traffic system has just been adopted. The different score and tempo of the circulation seem to impose a strain on this conductor.

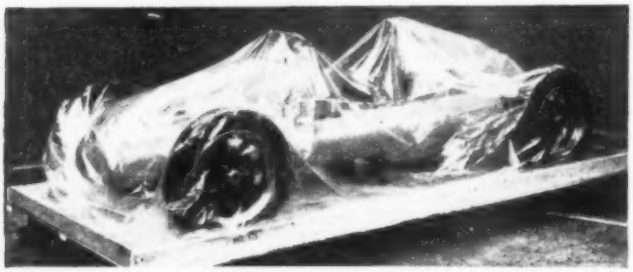
With Thanks

THE Motor and Cycle Trades Benevolent Fund has received, through its Aberdeen centre, £125 from the Aberdeen and District Motor Club. This was in recognition of help received during racing at Crimond.

Reflector "Silvering"

NEW techniques in the manufacture of reflectors for lamps have been in use by the French Cibié company for some time. The older process, based on polished and silver-plated brass, was costly and the surface was tarnished easily by a sulphurous atmosphere. The application of transparent varnish is only a partial remedy.

The new technique deposits metals vaporized in a vacuum. The reflector, of polished steel plate, is given a smooth layer of enamel. A tungsten filament with aluminium riders is installed and the whole is enclosed in an exhausted bell glass. On heating the filament, aluminium becomes vaporized and settles on the reflector. When air is finally admitted, the external layer of the deposited aluminium becomes oxidized to form a protective layer over the reflecting surface.



The toy-like dimensions of the Cooper 500 make appropriate a new transparent film export packing, which is carried out for the manufacturers by W. J. Reynolds, of Barking, Essex.

Why Prices Go Up

A BITTER protest against the "handicaps and so-called controls" strewn in the path of industry was made by Sir Charles Bartlett, managing director of Vauxhall Motors, Ltd., when he presented the new models to dealers and the Press last week. (They were fully described in last Friday's issue of *The Autocar*.) He said that the nation was living in a fool's paradise; it was not decadent but it lacked leadership.

Referring to the recent programme of expansion and modernization at the Vauxhall factory, he said, "Never in the history of this country was it so easy to say 'No.' We have been helped by ten Government departments and how happy we would have been without that assistance."

As a practical example of the inefficiencies imposed on industry Sir Charles said, "Our expansion programme has cost eleven and a half million pounds and we are getting no practical result from it. We are not so far able to produce one extra car for this investment." He forecast that they would be 50,000 vehicles short of requirements this year and probably at least as many short next year, and pointed out that this seriously increases overhead costs. "We were always taught that in times of difficulty you should cut your overheads down, but under controllers it does not work. The spiral goes on rising. This is not the way to run a country."

Sir Charles said that had it not been for restrictions on output the new cars need not have cost any more than the old ones and he wondered whether even the modest target of 80,000 cars intended for the home market would be reached by the end of this year.

He added "Something practical can be done. This people will not be content to sit in the shadows indefinitely," and went

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CANTERBURY	The Pavilion	Canterbury 3232
ROCHESTER	High Street	Chatham 2231
FOLKESTONE	86/92 Tontine Street	Folkestone 3156
WROTHAM HEATH	Wrotham Heath	Borough Green 4

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NEWS and VIEWS . . . . . continued

on, "The present set-up cannot continue." The current difficulties were caused by a shortage of steel, but, he asked, "Can you tell me that we are digging all the coal we could, importing all the iron ore we could or making all the steel we could?"

Referring to resale price maintenance, Sir Charles said that the Government were in one of their standard mental confusions and had mixed up the maintenance of fair retail prices with the trusts and associations which were one of the worst rots in the British system. On retail car prices the public was the judge in the last analysis, and the public must understand that they had no chance of proper after-sales service if fair retail prices were not maintained.

G.M. Request

IN America the General Motors Corporation has informed the director of price stabilization that it wants to raise car prices by nine to ten per cent. If these increases take effect they will apply to Cadillac, Buick, Oldsmobile, Pontiac and Chevrolet cars.

Economy Trend

GERMAN views on economy cars were recently expressed in a Paper by Herr E. A. Cornelius, and an experimental model was described. He said that economic conditions in Germany called for a new type of car which cost little, consumed little and could be constructed with the minimum of raw material.

Such a car, argued Herr Cornelius, was best made as a two-seater with adequate luggage space or a folding extra seat. It must be enclosed and should offer little wind resistance, and it should have four wheels rather than three. Speed must be restricted in the interests of engine life, about 40 m.p.h. being satisfactory for cruising. This involved a power requirement of 10-12 b.h.p., of which only 5 b.h.p. would be used in normal roadwork. A two-stroke engine had advantages and should be twin-cylinder for preference; it should have an electric starter and air cooling with a blower. Three forward gears and reverse were enough, the fourth speed hardly justifying the expense. Two-wheel drive with a differential was preferable to the quite practicable single-wheel drive.

Herr Cornelius gave details of an experimental car on these lines. It weighs 858lb and is powered by a 400 c.c. twin-cylinder two-stroke developing 11 b.h.p. at 3,500 r.p.m. Dimensions are: Length 124in, width 58in, height 45½in, ground clearance 7.2in, track 50in and wheelbase 86.8in.

Average fuel consumption is about 70 m.p.g., and the author felt that an equivalent performance could be obtained with a 300 c.c. engine with an engine weight reduction of about 120lb and the output per litre raised to 40 b.h.p. with an engine speed of 5,000 r.p.m.

May Registrations

REGISTRATIONS of new cars during May of this year totalled 10,856. Of these, 646 were cars registered for the first time but were not new vehicles. The figure was about average, the five-month total from the beginning of the year being 60,110.

Mercedes 220 in Production

THE production of the new Type 220 Mercedes-Benz with overhead camshaft six-cylinder engine began with an output of 36 vehicles in July.

BOOKS FOR THE ENTHUSIAST

Formula 3, by C. A. N. May. G. T. Foulis and Co., Ltd., 7, Milford Lane, Strand, London, W.C.2. 15s.

This book is, as the sub-title claims, a record of 500 c.c. racing, written in a pleasantly readable style. It is an excellently illustrated mine of information on the delights and perils of a driver's entry into the racing field, and provides a valuable history of the rapid rise to popularity of the 500 c.c. class in motor racing.

Racing a Sports Car, by Charles Mortimer. G. T. Foulis and Co., Ltd., 7, Milford Lane, Strand, London, W.C.2. 10s 6d.

Dealing with the other comparatively inexpensive method of starting out in the world of motor racing, this account of one season's competition with a Silverstone Healey gives an excellent insight into the best methods to be adopted, together with the cost of the whole matter. Study of this book will amply repay any budding enthusiast desirous of pursuing a similar course.

Malcolm Campbell, by Dorothy, Lady Campbell. Hutchinson and Co. (Publishers), Ltd., Stratford Place, London, W.1. 21s.

In dealing with the life of one of the most controversial figures in the motoring world this book lays almost more emphasis on the late Sir Malcolm's other interests and activities than on his motoring achievements. In fact, there are inaccuracies to be detected by the purist in the latter field; but it is, needless to say, an engrossing story of a remarkable man.

Continental Sports Cars, by W. Boddy. G. T. Foulis and Co., Ltd., 7, Milford Lane, Strand, London, W.C.2. 10s.

This little volume of explanatory notes on sports cars of Continental origin contains much of great interest. It is a pity, therefore, that there should be some notable omissions from the list, and that the data provided should be rather inconsistent in scope; it is not, moreover, free from trivial errors. Nevertheless, it is unique in its field.

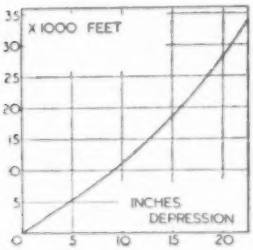
At Melbourne, Australians have recently had a successful motor show. This was the Rover stand, with the 75 model displayed.

Altimeter Into Vacuum Gauge

INEXPENSIVE CONVERSION FROM "GOVERNMENT SURPLUS"

A SHORT while ago I bought one of the ex-R.A.F. altimeters on sale at Government surplus stores for 8s 6d with a view to turning it into a domestic barometer. On inspecting the instrument in detail, it became clear that it was ideally suited to grace the facia of my car as a combined induction pressure gauge, barometer and altimeter.

The instrument has an impressive 3in diameter black face numbered in white and green up to 35,000ft, although the needle has to make 1¼ revolutions to reach this dizzy height. However, and this is the crux of the matter, 35,000ft



Calibration chart for the author's gauge. This should be roughly similar to those of similar gauges.

on this altimeter corresponds to a depression of 22in of mercury, and this is just the range that an induction pressure gauge should cover.

It is in an airtight plastic case with a short length of ⅜in O.D. brass tubing emerging from the rear. Fitting the instrument on to the car consists, in essence, of connecting this tube to the induction manifold with a length of suitable tubing—rubber, copper or such-like. Ideally, the tube should join the manifold at a point as near the throttle of the carburettor as possible and, of course, on the engine side of it, but for convenience it will suffice to use any existing entry to the manifold that presents itself. For example, it can be coupled to the autovac lead, or to the lead to a suction windscreen wiper.

On my own car, with a downdraught carburettor, the petrol drain pipe, fitted symmetrically in the manifold below the carburettor, lent itself admirably to my purpose. However, it was necessary to proceed with some caution here, because the seemingly simple elbow-union connecting the drain pipe to the manifold proved to contain an all-but-concealed constriction in the shape of a 1 mm diameter throttle that limits the air leak into the manifold. Hence, when fitting a side tube on to the elbow, it was necessary to drill on the engine side of the little throttle. Moreover, the side tube was fitted so that it leads away in an upwards direction when the elbow is screwed right home. This is to ensure that any petrol letting itself out of the manifold into the drain pipe does not enter the lead to the vacuum gauge.

As near as makes little difference, the first seven thousand feet on the dial of the altimeter correspond to one inch of mercury depression per thousand feet. After this, each thousand feet corresponds to a diminishing degree of depression and reference should be made to the calibration chart. This chart relates to my own instrument but I have little doubt but that it would hold good for other altimeters of the same type.

Before proceeding with details of checking and installing the gauge, it may be well to indicate some of its uses. For a full account of what one can find out about an engine with its aid, the reader must turn to a good manual on automobile engineering. Briefly, an engine with good compression will also suck well and produce a big depressior in the induction manifold. Faulty pistons, cylinders, valves, and leaking gaskets or carburettors will decrease the degree of depression. If one or two of the cylinders are poor, this will be reflected in a very unsteady reading of the vacuum gauge when the engine is ticking over. A modern engine, idling at the working temperature (with petrol drain pipe temporarily plugged) should give a reading of 18 to 22in depression, or 24,000 to 33,000ft on the altimeter. A low compression engine should record between 15 and 18in, or 18,000 to 24,000ft on the altimeter. These values hold between sea level and 1,000ft. If the tests are made at a station between 1,000 and 2,000ft above sea level the depression ranges will be one inch lower than those given above.

All-round Check

Checks can also be made on the carburettor setting, ignition timing, and the operation of the automatic advance-and-retard mechanism, as well as on the condition of the exhaust system.

If one drives at all times so as to preserve the maximum depression as shown on the gauge, then economies in fuel consumption result.

All these things I can now do from the driving seat—and more! By soldering a two-way cock on to the pipe at the back of the altimeter, it is possible, with a flick of the finger, to disconnect it from the induction manifold so that it reads altitude and, at a known altitude, tells me how the "weather glass" is doing. Although the uninitiated make the inevitable enquiry "An altimeter! Expecting to take off, old man?", the fact remains that the instrument will register quite small differences in height—100ft or less. When touring in rolling country it is most instructive to watch the movements of the needle, which may tell you that the rise you have now topped is, in fact, higher than the one you have just left, in spite of appearances to the contrary.

The two-way cock was easily made from an ordinary gas cock by drilling a small hole at 90 deg to, and connecting

The gauge is sturdy and simple, and has an obvious functional appeal.

with, the existing hole in the plug of the cock. Another small hole was drilled through the barrel so that when the tube to the induction manifold is shut off the altimeter is open to the outer air.

When buying such an altimeter, check it for obvious damage such as a loose needle. At the 18,000ft mark there is a small hole in the dial, and turning the knob at the base of the instrument should bring a white line into view (if it cannot already be seen). When this line is brought into register with the marks on the edge of the hole the altimeter needle should be very nearly at zero. Allowance must, of course, be made for altitude and barometric pressure at the place and time. In central London, in steady, fine weather, the needle should be very close to zero.

Vacuum Test

Remove the cap from the outlet tube and give the instrument a good suck, at once closing the tube with the tongue. If the altimeter is still airtight, the needle should go to 4,000ft and stay there until the tongue is removed from the tube. All this can be achieved single-handed with the aid of a mirror!

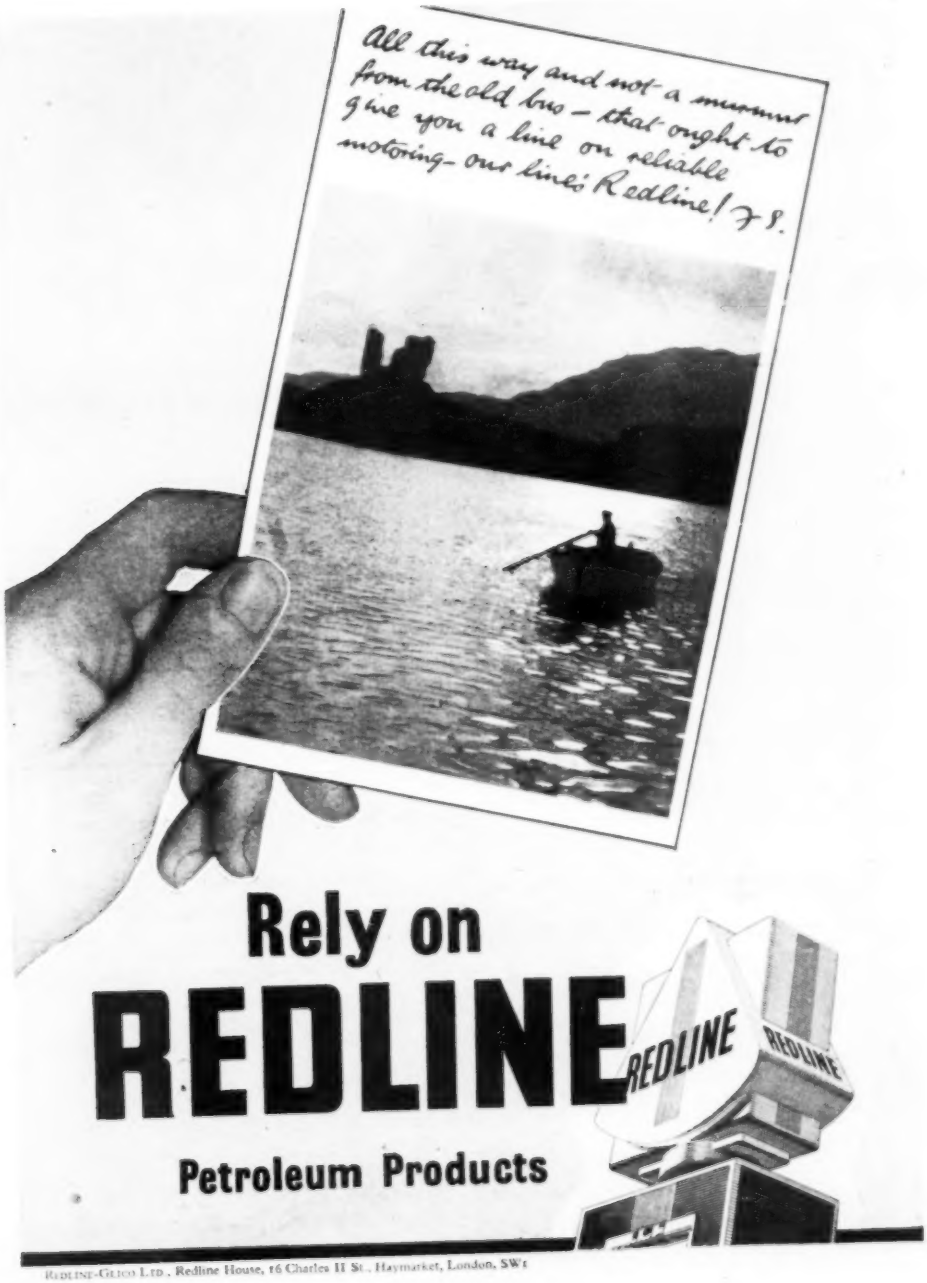
If the only instruments available do not hold the partial vacuum, they can easily be made airtight by painting a shellac jointing compound round the edge of the glass and along all other apparent seams, not forgetting the pipe at the back. This operation is best carried out with the instrument under steady, gentle suction, as from a vacuum cleaner. Continue to apply the "dope" until a steady maximum reading is obtained. Then wipe off the surplus with a rag moistened with methylated spirit and put the instrument aside overnight to allow the shellac to harden.

G. I. P. L.

Registration and Licensing

CERTAIN slight alterations have been made in the registration and licensing regulations by new statutory instruments issued by the Ministry of Transport. They concern the registration mark of works trucks and on pedestrian-controlled vehicles such as electric milk trolleys. The latter may have smaller registration plates than those permitted for motor cycles and the front marks need not be distinguishable from the front.

Those who hold general trade licences as manufacturers or repairers of, or dealers in, mechanically propelled vehicles may use the vehicles under such licence in connection with any business which they also carry on as manufacturers or repairers of, or dealers in, trailers.



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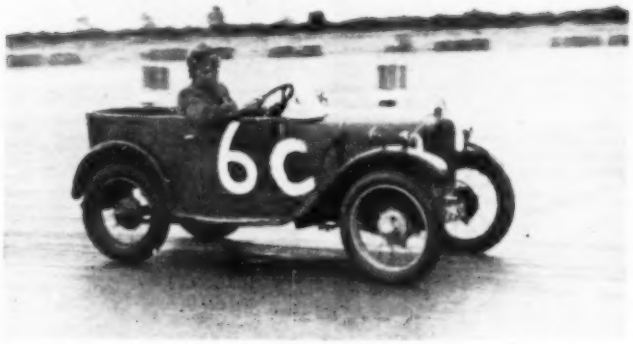


R. W. Hogg, of the Hogs Back area Austin team, going the whole hog through Stowe Corner in his Chummy-Nippy. At one stage of the race, owing to overheating, the Chummy element was much more in evidence than the Nippy.

Six-hour Struggle

BENTLEY TEAM WINS 750 CLUB RELAY RACE

AT Silverstone last Saturday the Seven-Fifty M.C., spurred on by the energetic Holland Birkett, staged a courageous experiment in the form of a six-hour handicap relay race for sports cars. To judge from the introductory paragraphs in the official programme, this step was taken not without some misgivings! But the difficulties were minimized by a refreshing lack of rules, regulations and officialdom in general; each team could consist of up to six cars, which could be run in any order for any period, each driver in turn carrying the official sash. If a car broke down round the back of the circuit, the next car of the team could start off, the driver picking up the sash on the way round. Each team was individually handicapped, the handicapping being based on the known capabilities of the fastest car in the team, unless this car was restricted to a known maximum number of laps. In fact, the handicapping worked out extremely well, and reflected great credit on Charles Bulmer, who was principally responsible.

For that matter, it all worked out well, and the fears of many people that the race would prove a colossal muddle were entirely unjustified. Certainly, it was not easy for the ordinary spectator to determine who was leading; but there were frequent broadcast statements of the position, and these were given (as they should be) on the basis of those teams which were gaining most on their handicaps (the handicapping being in the form of credit laps, the limit men would obviously be in front, in actual fact, until near the end).

On this showing, the lead changed frequently, as some teams ran their faster cars first and others last, while in many cases the faster cars reappeared at frequent intervals, the team's fortunes fluctuating in consequence. At one end of the scale there were six teams of Austins constructed to the 750 formula of the organizing club (among these, of course, by far the fastest car was Colin Chapman's amazing Lotus, which actually put in one lap at an average speed of 71 m.p.h., but which was restricted—to even matters up—to a maximum of 30 laps during the race) and, at the other, two teams of XK120 Jaguars, on scratch. All the Austin teams, together with a team of D.I.S.S. Delages, received 48 credit laps; all the remainder, including the Abingdon Irregulars, the Chain Gang (guess what the cars were!), two teams of Bentleys, the *Ecurie* Nelson, and many more, came somewhere in between. Thirty teams entered; thirty cars started, and thirty cars finished, no team dropping out entirely, though several were reduced to one car—and that one sick—by the end. This, of course, meant that there was plenty going on all round the course all the time.

The start, of Le Mans pattern, took many people by surprise, and before you could say "Holly Birkett" the first car (oddly enough, a Jaguar) was round at the end of its first lap, with a howling mob on its heels. The field soon spread out, and it was not long before incidents of one sort and another became positively commonplace. For instance, one team of TC M.G.s started with only two cars functioning; then the first one out began to misfire, and the driver came into the pit to hand over. But he accomplished this manœuvre at rather too high a speed, and skidded badly, hitting the second car in the process and buckling its front wheel. However, the wheel was quickly changed and the second car took over; later the first one was back in the hunt, and seemed to do the last part of the race single-handed—but the team finished, and in good order.

Captain C. P. Hazlehurst celebrated his first few laps in one of the XK120 teams by spinning smartly round at Stowe, the first of many to perform this feat during the day; Frank Grounds' XK, in the Sunbac team, had the lead come off the ignition coil; Colin Chapman's team of Austins seemed to use up about three cars in a very short space of time; and so it went on. This last-named team, in fact, suffered many vicissitudes; two cars were non-starters (one of them, after much all-night work, arrived at Silverstone just after the race began). Chapman's own car (as already related) was restricted to 30 laps, and the remainder were rebuilt several times during the race. Nevertheless the speed of Lotus put them at one time in the lead, and they held second place quite late in the race, until a persistent misfire slowed Heyward's car during the last twenty minutes.

Of all the engine blow-ups—and there

Two tons of 8-litre Bentley in the hands of G. M. Crozier going forwards round Stowe, and (inset) backwards round Copse.

Margaret Holden competently negotiates Copse Corner in the piebald XK120 Jaguar, the driving of which she shared with Nancy Binns.

Six-hour Struggle . . . . . continued

were many—none was quite so comprehensive as that which befell West's Austin; the crankshaft broke, the block split in half, the crankcase opened up longitudinally and the timing case fell off the front—just as if a bomb had exploded inside. Lund's TD M.G. was another to break its crankshaft, while George Phillips (of the same team) had the misfortune to break a con-rod before reaching Silverstone; in fact, almost before leaving home!

The ladies' team of XK120s had very mixed fortune; they started with two cars, Margaret Holden sharing the wheel of Nancy Binns' car and taking the first spell. Then the second car, driven by Anne Newton with great determination, lost almost all its oil when the screws holding the level-indicator on the side of the sump came out; the driver came into the pit much too fast, braked hard and skidded on her own oil tracks, and slid right round, miraculously missing the pits and their personnel by luck rather than judgment. Repairs were then carried out to the car, which went out again later, only to have the oil leak develop again, resulting in another wild spin, this time at Copse. The car was then left where it lay, while the three drivers took turns in the remaining car, which had only two usable gears left in the gear box; but they finished, and (having a six-lap start) managed to beat the other XK teams into the bargain.

Sears' fast Lea-Francis-engined Frazer Nash blew a gasket quite early on; but undaunted, the driver went to Northampton for another one, fitted it, and rejoined the fray later on! So the tale goes on, almost without end; but it must suffice to say that among the fastest and most notable performances, apart from those already mentioned, were those of Tony Stokes' Silverstone Healey (who carried much of the burden of his team), Goodhew's Lagonda and Chevell's Alvis (until the latter ran out of fuel) of the *Ecurie* Nelson, Peter and Jack Reece's Cooper-M.G., and Stapleton's ex-Horsfall Aston Martin.

The lead was held at one time and another by such varying teams as the Aprilias, the Astons, the Morgan 4-4s, Chapman's Austins, and—towards the end—the consistent and well-driven Vintage S.C.C. team of 4½-litre Bentleys. It was fitting in many ways, therefore, that this last team should win, the Morgans coming in second and the Chiltern H.R.G. team snatching third place from the Austins almost on the last lap. Only the last half-hour brought any rain, and then not much, although the day was a dull and cold one more reminiscent of November than August. The event was an unqualified success; the Austin Motor Company generously gave £100 towards the prize money. It is to be hoped that it will be the first of a series; certainly, the watchword for the day could well have been "never a dull moment!"

PROVISIONAL RESULTS

1. **V.S.C.C. Bentleys:** Bentley 4.598 (D. McKenzie, J. A. Williamson, D. J. R. Chapman, J. H. Orr-Ewing, R. H. B. Mason, C. B. H. Bradshaw), 200 laps (including 25 credit laps), 66.44 m.p.h.

2. **Morgan 4/4:** Morgan 1.098 (J. M. Sparrowe, W. Allerton), 1.267 (T. A. Parks), 1.122 (J. S. Atkins), 196 laps (54), 61.51 m.p.h.

3. **Chiltern H.R.G.:** H.R.G. 1.496 (M. J. C. Keen, D. Blakely, Mrs. R. B. Gibbs, R. C. Green), 194 laps (25), 64.16 m.p.h.

4. **London Area 750 Austins:** Lotus (A. C. B. Chapman), Specia (D. Bukin), Ulster (L. H. Heyward), 193 laps (48), 55.05 m.p.h.

5. **Ecurie Nelson:** Alvis 2.511 (G. Worsley), 2.500 (B. A. Chevell), Lagonda 4.453 (R. Freeman-Wright), 4.500 (J. Goodhew), Bentley 7.982 (G. M. Crozier), 191 laps (61), 70.24 m.p.h.

6. **Antique Antipon Aprilias:** Lancia Aprilia 1.452 (N. Freedman, R. W. Austin, C. M. Bathgate), 1.466 (H. E. Magnani, J. Carefoot), 191 laps (54), 59.61 m.p.h.

7. **Singers:** Singer 1.496 (J. Tilling, C. H. Preston), 1.074 (P. A. Rawlings, D. Scott), 191 laps (58), 56.05 m.p.h.

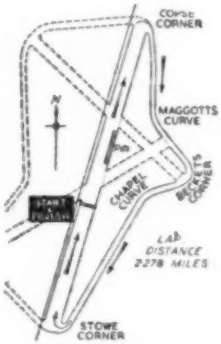
8. **Chain Gang:** Frazer Nash 1.660 (R. Bickerton), 1.496 (B. E. Brown, R. C. C. Palmer, W. H. Smart, C. M. Sears, A. C. Sears), 191 laps (25), 63.02 m.p.h.

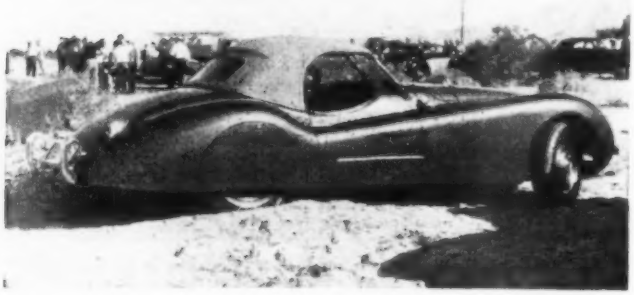
9. **Ladies XK120:** Jaguar XK120 3.442 (Nancy Binns and Margaret Holden, Anne Newton), 190 laps (61), 69.86 m.p.h.

10. **Healey Silverstone:** Healey 2.443 (C. M. Kemp, B. G. W. Haynes and O. R. W. Haynes, A. J. A. Stokes, P. Simpson), 189 laps (6), 69.46 m.p.h.

11. **Aston Martins,** 188 laps (12); 12. **Cooper Sports** 188 laps (14); 13. **Bentley** D.C., 186 laps (25); 14. **XK120,** 187 (scratch); 15. **Sporting Owner D.C.,** 185 laps (18).

750 Formula Class: 1. London Area (as 4th above); 2. Northern Area (R. W. Phillips, C. D. Finney, C. C. Robinson, C. K. W. Schellenberg, G. R. Gabbasin, D. Rees), 185 laps (48), 52.01 m.p.h.; 3. Midland Area (A. R. Morton, P. Allen-Asquith, A. J. Pinfold, R. Hall, J. Peatfield, K. P. D. Stanton), 185 laps (48), 51.25 m.p.h.





U.S.A. "SOFT-TOP" XK

Designed by Mr. Dale Runyan, of Hollywood, California, this hood for the XK 120 successfully merges into the lines of the car as a whole. It was photographed at the recent Palm Springs road race meeting. Equal approval cannot be given to the rubbing strip which has been installed on the Jaguar's door, however, for half-heartedness in this respect spoils the fore and aft sweep of the styling.

The Autocar ROAD TESTS

The Chevrolet is less modernistic than some cars of its nation, and the final effect is in keeping with its practical *métier*. The car is comparatively free from capricious ornamentation. Generous stainless steel protection for the front lower corner of the rear wings safeguards a vulnerable spot.

DATA FOR THE DRIVER

CHEVROLET POWERGLIDE

PRICE, with sedan body, $1,461 = £521 14s at $2.8 = £1. Not available in Great Britain.

ENGINE : 29.4 h.p. (R.A.C. rating), 6 cylinders, overhead valves, 90.49 × 100.01 mm, 3,860 c.c. Brake Horse-power : 105 at 3,600 r.p.m. Compression Ratio : 6.7 to 1. Max. Torque : 193 lb ft at 2,000 r.p.m. 21 m.p.h. per 1,000 r.p.m. on top gear.

WEIGHT : 30 cwt 1 qr 5 lb (3,393 lb). Front axle, 53 per cent ; rear axle, 47 per cent. LB per C.C. : 0.88. B.H.P. per TON : 69.07.

TYRE SIZE : 6.7 × 15in on bolt-on steel disc wheels.

TANK CAPACITY : 13.92 English gallons. Approximate fuel consumption range, 14-16 m.p.g. (20.2-17.7 litres per 100 km).

TURNING CIRCLE : 38 ft (L) ; 37 ft (R). Steering wheel movement from lock to lock : 5 turns. LIGHTING SET : 6-volt.

MAIN DIMENSIONS : Wheelbase, 9ft 7in. Track, 4ft 8 11/16in (front); 4ft 10 1/16in (rear). Overall length, 16ft 5 13/16in ; width, 6ft 3 13/16in ; height, 5ft 5 1/8in. Minimum Ground Clearance : 7 1/4in.

ACCELERATION

Overall gear ratios	From steady m.p.h. of 10–30 sec	20–40 sec	30–50 sec	40–60 sec
Drive Range— 3.55 to 7.81 to 1	6.5	8.2	10.2	12.9
Low Range— 6.46 to 14.21 to 1	5.6	6.6	10.3	—

*From rest through gears to :—

	sec		sec
30 m.p.h...	6.6	60 m.p.h...	22.5
50 m.p.h...	15.0	70 m.p.h...	35.3

* Using Low and Drive ranges.

SPEEDS ON GEARS

(by *Electric Speedometer*)	M.p.h. (normal and max)	K.p.h. (normal and max)
Low	35—53	56—85
Drive	78	125

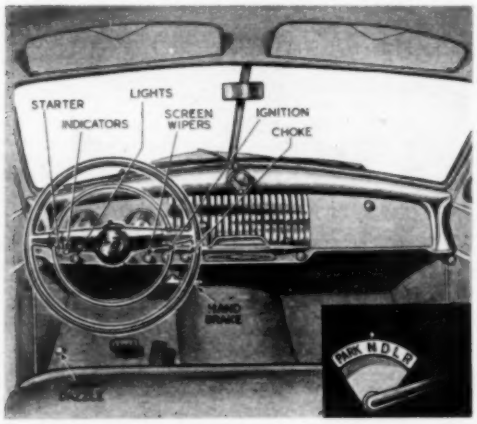
Speedometer correction by Electric Speedometer :—

Car Speedometer		Electric Speedometer m.p.h.
10	=	9
20	=	18
30	=	27
40	=	35
50	=	43
60	=	50
70	=	58
80	=	68
90	=	78

WEATHER: Damp surface, still air. Air temperature 68°F.

Acceleration figures are the means of several runs in opposite directions.

Described in "The Autocar" of April 6, 1951. Transmission, February 10, 1950.



No. 1440: CHEVROLET POWERGLIDE SALOON

OCCUPYING the position of the cheapest car in the General Motors range of cars produced in America, the Chevrolet might be supposed to be an austere model, but after even a brief acquaintance it is evidently good value for money and unlike a car that has been built down to a price. The Powerglide transmission is fitted as optional equipment on the de luxe series in the 1951 range, and with the growing concentration on the simplifying of driving technique it is interesting to note that a further step has been taken to overcome a minor defect in this transmission, resulting in the virtual "foolproofing" of the automatic transmission control lever.

The 3.86-litre six-cylinder engine in its standard form develops 92 b.h.p. at 3,400 r.p.m., but, to cope with the extra demands made by automatic transmissions, cars fitted with the Powerglide transmission have an engine of higher compression ratio (6.7 to 1 as compared with 6.6 to 1 in the Special Series engine), and consequently the b.h.p. is increased from 92 at 3,400 r.p.m. to 105 at 3,600 r.p.m. The current model has been tested recently in Belgium with the co-operation of General Motors Continental, Antwerp.

Unlike some automatic transmissions, the latest version of the Powerglide does not suffer from the "cause and effect" time lag, which tends to exasperate the driver and create the impression that a much better performance could be obtained with a manually controlled gear change mechanism; this is partly because the system employed, although automatic, allows a ratio selection to be made by the driver. There are two forward positions on the hand selector lever, marked D (normal drive position) and L (low gear position). For all normal driving the lever is placed in the D position; the torque converter, apart from providing a fluid start, gives the necessary degree of torque multiplication, when required, to suit normal traffic operation and also all main road gradients. There is no positive mechanical clutch to lock or by-pass the torque converter mechanism when it is functioning as a simple coupling. For increased acceleration and steep hill climbing it is advantageous to move the lever to the L position, when the torque converter ratio is multiplied by a mechanical gear ratio. The manual control is effective irrespective of car or engine speed, but no advantage in acceleration is obtained when the car speed is over about 40 m.p.h.

Moderate in size by American standards, the Chevrolet has ample room for six people, and three abreast in the front seat do not unduly inconvenience the driver, although the lack of any transverse location in the form of a central arm-rest means that a single passenger is liable to slide when fast cornering is indulged in. With a ratio involving five

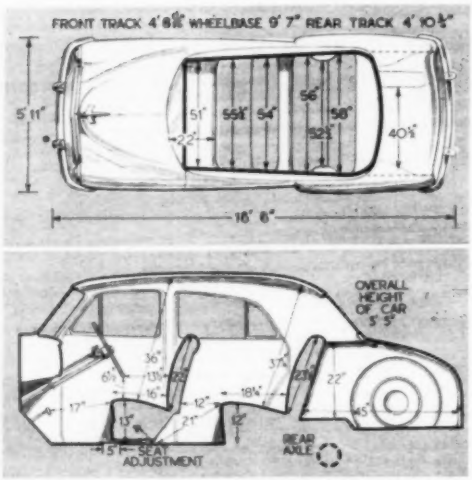
ROAD TEST . . . . . *continued*

turns of the wheel from lock to lock, the steering is very light for manœuvring purposes, which, coupled with a good lock, makes the car very manageable when it has to be handled in a fairly confined space. The slight amount of inherent understeer that is displayed helps to overcome the disadvantage of what is, by British standards, a large number of turns from lock to lock. The car corners well both on fast open bends and on tight corners, although a certain amount of tyre squeal is noticeable at high speed.

The suspension, independent by coil springs at the front and half-elliptic at the rear, gives an even ride and is very satisfactory both on high-speed concrete roads and rough surfaces, such as Belgian *pavé*, although on "colonial" sections a certain amount of bounce is felt at very low speeds. A very limited amount of roll is experienced, a favourable state of affairs owed, perhaps, to the front anti-roll bar being assisted by transverse inclined piston-type shock absorbers, which are attached to the rear axle casing.

Bonded linings are used in the 11-inch diameter hydraulic brakes, which, though stopping the car quite effectively, tend to have a slight delayed action effect similar to that experienced with some types of mechanical self-energizing brakes. This means that a rather heavy initial pedal pressure is required, and unless care is exercised there is a tendency for the brakes to grab. However, no brake fade occurred during the severe braking necessary in connection with the performance recording.

As mentioned previously, the transmission system has been improved, inasmuch as it is no longer possible to damage the car by placing the gear control lever in the reverse position while the car is still travelling forward.

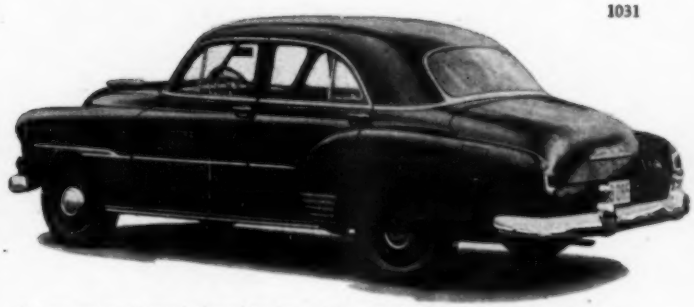


Measurements in these scale body diagrams are taken with the driving seat in the central position of fore and aft adjustment and with the seat cushions uncompressed.

A more convenient entry to the wide front seat could hardly be desired. For an American car, the facia is restrained. The central grille is designed to house a radio, which was not fitted on this car and there is a concealed ashtray with plate "stubbing." A camera, maps, electric torch and other oddments all go easily together into the right-hand side glove locker, which is automatically lit. The control quadrant for the Powerglide transmission is placed over the steering column, and twin controls for the fresh-air heating system are fitted below the grille.

Simplicity, inside as well as out, is maintained by the grey cloth upholstery. As on the front seat, there is ample space for three at the rear. An automatic check for the door in the open position is provided, and, as often with American cars, the finger-buttons on the door catches provide locking by slamming the door only when the interior catches are pressed down; this provides a safeguard against "lock-outs."

There is a fair clench of chromium teeth, but the final effect is not unsatisfactory. The generous bumper provides the jacking abutment.



An impression of practical unobtrusiveness is maintained by the rear three-quarter view, and this also emphasizes the pleasant curve of the large rear window, and the capacity of the luggage locker.

Apart from preventing incidental damage that could occur if this movement were made inadvertently, it is a distinct advantage when manoeuvring in close quarters, where numerous changes of direction are required, to be able to move the lever from the forward to reverse position or vice versa before the car is absolutely motionless.

The driving position is good, and all controls are conveniently placed; the driving seat is adjustable for leg length, and gives good support to shoulder and leg, preventing physical fatigue even after a long period of continuous driving. The instruments and minor controls are grouped conveniently in front of the driver. A circular speedometer is close to the right of the steering column, and a similar dial to the left houses the petrol, oil, water and dynamo charge gauges. Both groups of dials are set rather far back in the facia, and are provided with polished bezels. The brilliance of the instrument lighting can be varied by means of a rheostat built into the main light switch.

Diametrically opposite the five-position steering column transmission control is mounted the switch controlling the winking type traffic signals, with an indicator light to warn the driver that the signals are in operation. Outward vision is good, and there is the minimum of distraction from such things as screen pillars, but it is not possible to see the right-hand front wing from the driving seat (in a left-hand drive car as tested), and this is a disadvantage when in a confined space. However, the rocker type of bonnet motif provides a useful sighting point, and enables distance to be judged quickly and with accuracy. A tinted anti-glare rear view mirror is part of the standard equipment, and, in conjunction with the quite large rear window, provides good rearward vision. The suction operated windscreen wipers stalled if the car was driven at full throttle for any length of time.

Ample luggage space is to be expected on the American product and the Chevrolet is no exception. On this car the access to it is also first-class. The jack is stowed on the right-hand side of the spare wheel, with a foot pump.

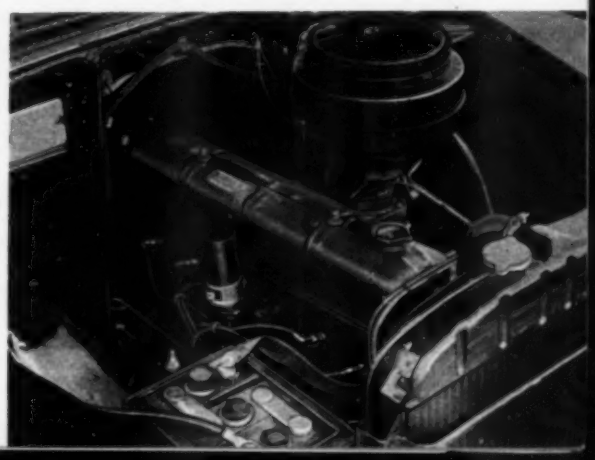
Although the interior fittings are not lavish, they cover the needs of most owners. A centrally mounted clock is mounted above the plated grille section of the facia (which covers the radio loudspeaker if fitted), and to the right of this there is a generous glove locker which is lockable and which has an internal light that switches on automatically when the lid is lowered. A similar system of automatic illumination comes into operation in the car interior when any of the doors are opened. The upholstery and door panels are in two shades of grey broadcloth, the lighter shade having a narrow darker stripe. Mounted on the back of the front seat is a rope to carry rugs or coats. Also in the rear of the car, above the doors, are fitted two small coat hooks. Ash trays and a cigarette lighter are part of the standard equipment. The head lights, and audible warning in the form of powerful electric horns, are well up to the requirements of the vehicle.

Starting from cold was at all times instantaneous, and the manually operated choke could be pushed in almost immediately after the engine had fired. There was, however, one point that needed to be watched: with the choke out, the engine tick-over speed was sufficiently high to cause an appreciable amount of creep if the hand selector lever was not in the neutral or park position.

In keeping with the generous layout of the rest of the car, the luggage locker is of ample proportions, and although it also contains the spare wheel and tools, there was no difficulty in housing five or six suitcases as well as the usual bulky test gear.

The Chevrolet Powerglide can be considered a very practical and robust vehicle, capable of good work even under some of the toughest operating conditions.

The underbonnet view reveals good accessibility, and the six-cylinder engine is provided with a generous air cleaner. Here the coil mounting is unusual. The bonnet is spring loaded in the open position and its initial release before opening is by means of a small knob below the facia. The sparking plugs are easy to reach, and the six-volt battery could scarcely be better placed.



"Trees, walled garden and stableyard complete a traditional picture."

Weekend and a Quarter!

TWO 1¼-LITRE M.G.s MAKE AN EXMOOR VOYAGE

by Michael Brown

IT had been obvious for a long time that my host had similar tastes to my own. We had both been to sea in the past—and liked it; we both had a great affection for the English countryside; we both owned 1¼-litre M.G.s (and liked them, too), and we both attempted to convey to others in writing something of the pleasures we experienced behind the wheel. The name "Longships" in this connection may be familiar to older readers, and it is sufficient to say that it was to "Longships'" Devon home that the 1¼ took us for the purpose of exploring the by-ways of Devon and Somerset, from the Culme Valley northwards to Exmoor and the Bristol Channel.

Our host, owing to his long years of service as a doctor in the Navy, was for the occasion promoted to commodore of the convoy; his present shore-going practice having, also, enabled him to acquire a certain knowledge of the navigation of some of the lesser-known Devon lanes which it was thought might prove useful during our weekends. His tastes resulted in a route that no motorist could fail to enjoy. Certainly we were bound to enjoy it, conditioned, as we were, by the gracious hospitality of an English country home, and not even one day of almost continuous rain was able to mar that enjoyment, for the route had been cunningly planned to give a kick to the driving, and that kick is fortunately independent of weather. The convoy set out on time, two green cars strong, completely in the hands of the commodore, the navigators having a day off.

This route, then, must be taken for what it is—one of really narrow but quite easy lanes, provided you are not afraid of reversing, and of stiff gradients occasionally necessitating first gear. As a measure of their character, none on the route is as difficult as Porlock Hill, which was included in the tour. Show such a route to a 1¼ M.G. and you can almost hear it rub its hands together; show it to two of them and they want to elbow each other out of first place. But even with their narrow overall width (4ft 11in) they must stay put in the lanes; the commodore heads the column perforce.

The starting point (Willand) has a special interest, for near to it is a spot named Verbeer on the map. Verbeer is obviously no English name, although the splendid old country house that it describes is as English as it can be. It is set some way back from the road near the old village, and possesses Jacobean panelling and a Georgian front, while trees, walled garden and stableyard complete the traditional picture.

But the name. Right back—13th century or so—the Dutch are supposed to have landed in the neighbourhood of Plymouth and made their way towards London. One or two sensible fellows dropped out on the way, deciding that Devon was good enough for them, and established such farmsteads as Verbeer. It claims to be one of the original buildings of the village of Willand, along with the church. The third was burned down some years ago.

We were away to Tiverton, which, on casual acquaintance, might be dismissed as a pleasant country town, with a chuckle over the enormous knife-and-fork sign on a shop in the main street. That would be a pity, for Tiverton has some surprising corners. Peep through an arch in an ordinary façade and a 14th-century alley may reward you. Peep through a certain arch and the reward will be Old Blundells, the original buildings of the famous school, warmly grey beyond the green lawns that Devon rain makes easy of growth. Tread softly up the churchyard path, also, and scan the south wall, richly carved with emblems of trade and industry, nautical motifs being predominant. These are the highlights of a workaday picture.

To the north-west the land rises towards Exmoor, and from the main road we struck off into the lanes, making for Molland. I could appreciate why the commodore had fitted Windtone horns in place of the rather undignified cheep that is standard on the M.G., for most of the corners are blind. As "next in line" we enjoyed a field day of observation, having only to keep the tail of the leading M.G. in sight. As a consequence the rosebay, the honeysuckle, the ferns, mosses and lush grasses of the Devon hedgerows could be admired (the honeysuckle could be smelt, drifting in the windows on the warm, wet, western air). The rain hissed

softly down, punctuated by the snick-snick of the gear lever, continually in use. Up, down and round, and suddenly there was Molland, cream walls and thatch, nasturtiums and Dorothy Perkins ramblers, aglow against the grey of the day.

Molland has claims to fame, for West Molland manor was formerly the seat of the famous Devon family of Courtenay. In the church there is a double heart-stone which forms the receptacle for the hearts of one of the Courtenays and his wife, the family's arms being carried on the stone. As if this were not sufficient county influence, Molland stands on the River Yeo, a Devon name if ever there was one. North of the village rises Anstey Common, and up the steep hill past Cussacombe Gate* the commodore's car swept up to the moor.

"The road zig-zags down through the trees"—and also through the farmyard shown in this picture.

The Moors

Above about 1,000ft in Devon the character of the scene changes abruptly. Bracken fights the heather for pride of place in the sun, and grey stone crops out of the purple and green. The gentle summits are a great sweep of colour, contrasting with the small-squared chequerboard pattern of the farmed land lower down. On a fine day you can see into Cornwall from up on Anstey Moor, and you might acknowledge your debt to a certain Froude Hancock, who did much to make this moor accessible. He is commemorated in a singularly tasteful way, by a great natural boulder out in the heather on which his name and dates of birth and death have been carved.

From Cussacombe Gate (1,207ft), the road follows the hog-back of the moor towards Dulverton, plunging down after reaching Five Cross Ways into a steep coombe, through which flows Danes Brook, the border of Devon and Somerset. At a crossing point—Glade Bridge—we lunched, contemplating a steep ascent on the other side, and, after a short warming-up the M.G.s leaped up on to the Exmoor plateau. This was one of the climbs on which first gear was needed. Momentarily—and relatively—the car drops down again at Withypool, and again at Exford, but the heights are dominant until you have crossed Codsend Moors and are skirting Dunkery Hill on the right.

Here the characteristic Exmoor coombe scenery intrudes as the road zig-zags down through the trees towards Cloutsham. The bracken proves less suppressive of the short turf than might be expected, the stream splashes along from boulder to boulder in the valley. You must ford this stream at Cloutsham, and during a period of heavy rain a reconnaissance is advisable; later the packhorse bridge over Horner Water, to the left of the road, should not be missed. And then, suddenly, you are out on holiday route A39, and within a mile of Porlock village. "Shall we climb Porlock?" asked the commodore. "My car has not yet done it, and I want a comparison with my previous one."

"Neither has mine, and it would be a pity to come to the West Country and not to climb Porlock." We trickled through the village, thronged with cars and wet holiday-

"Here the characteristic Exmoor coombe scenery intrudes."

* The word "gate" is derived from the English word *gate* or *geate*, by which was meant an opening or entrance. There is an old cross in Cornwall, situated at the junction of three ancient tracks which opened out at that point, and the cross was anciently known as "Wydeyate Cross" in consequence. The adjoining meadow is still so called.

"Commemorated in a singularly tasteful way"—the boulder on Anstey Moor which serves as a memorial to Froude Hancock (1865-1933).

"You may lunch on this bank"—the Exe at Cadeleigh Bridge.

WEEKEND AND A QUARTER! . . . . . continued

makers, now drying off a little in the pale sunshine that had at last peeped through the low cloud.

Too many of us, I think, tend to assume that everyone knows Porlock and climbs it successfully, but the local garage proprietor can put us right on that, as also could the scene that afternoon. Two cars were stopped in trouble on the hill, and it was, as usual during holidays, watched by spectators at the two hairpins low down. I would not minimize the climb, which is decidedly stiff, and is bound to call for first gear on the less powerful cars, as well as a sharp haul round on the first hairpin. If in doubt, take the toll road (as hundreds do). If in doubt as to a skilful change down into bottom gear, take proper notice of the sign that reads "Bottom gear now" but make sure that your speed has dropped sufficiently for successful engagement. If blithely confident, speed into the first hairpin in second gear, at high revs, and make a smart change into bottom gear as soon as the revs have fallen on the hairpin, which they will quickly do. Never mind the disappointment on the faces of the spectators as the lever goes in. The pleasure's yours!

So we climbed Porlock, and for the record an M.G. that could probably do with decarbonization needed first gear over three sections. It is a long climb—deceptively long—but the toll road, with its easier gradient, is longer. It is also much more scenic, for Porlock Bay, a gentle curve outlined in the white of Bristol Channel wavelets, comes into view several times from varying heights. This road swings to and fro under trees, passes through the tollgate, and fetches up in the village again, from which we took the route of no return (at least by another road) to Porlock Weir, a quiet shingle haven down on the beach where a few yachts nuzzle each other and there can be no through traffic.

"You must ford this stream at Cloutsham."

Worthy lies just beyond the Weir, and here we had the exquisite experience of being shown Worthy Manor by its present occupier, who had kindly invited us to take tea with him. It would be unfair to dilate on the Manor's charms, because it is strictly private, but it is a period gem the history of which goes back to the 12th century, and it has been most carefully preserved by Lady Lovelace. There is much original timber, a priest's hole and a glorious garden down to the sea where camellias, rhododendrons and ericas grow that the frost would cut down farther east; its present occupant makes the old house live with his enthusiasm for it.

With the evening came the soft Devon rain again—the rain to which the Devon greenery is owed, and as such better able to be borne with equanimity. We cut from A39 over the hill through Wootton Courtney to Timberscombe on A396, and along that winding main road, clinging to the valley of the River Exe, with all that that implies in scenery, we went fast home.

But we had not finished with homes of beauty. The Sunday morning broke with brilliant sunshine and fleecy clouds, and the hours before it was necessary to head Londonwards again could be well spent. After turning right in Cullompton's main street, which is also A38, we climbed into the lanes again towards Butterleigh and up the hill on which stands Hillersdon House. From this high vantage-point one can look north-east towards Taunton and be rewarded by field and farmstead, copse and hillcrest, spread in a pattern that is not quite Devon, not quite Somerset; which is as it should be near the border.

Our host and hostess now adopted that conspiratorial air that says, "Ah, but wait." We were quite content to do so, for the lanes under the sun poured their gold and green into the atmosphere. A mile or two beyond Butterleigh, following the road through the valley past Great Dorweeke Farm, we suddenly came out on to A396 near Bickleigh, crossed the ancient stone bridge over the Exe (Cadeleigh Bridge), parked and strolled back to admire the view.

English Fare

It is as English as afternoon tea. The river runs quietly and smoothly between banks of blossom and green grass. On the left bank (the right as you observe it from the bridge) flowers and grass are wild—gold of ragwort and St. John's Wort, green of water-meadow; on the opposite side is the gaiety of late summer—gladioli, pelargoniums and phlox, offset by close-mown turf. You may lunch on this bank, at a thatched cottage by the riverside, along the village street, and in the goldfish pond you might recognize Doris and Rufus—but that is another story.

However, this is not the *pièce de résistance* of this part of Devon. Over the bridge is a sharp left-hand turn, the road running along on the bank of the river, under the trees, to what the map calls Bickleigh Court; with less than justice, for it is Bickleigh Castle. Not much appears to have been published about Bickleigh Castle, but it is an ancient castle, painstakingly restored to a beauty that is rarely surpassed.

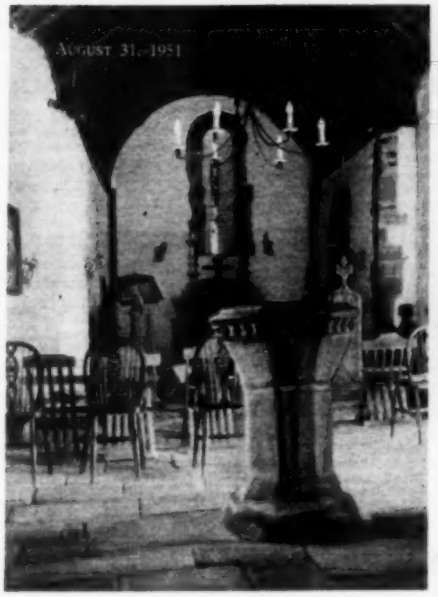
How far one should go and peer at such residences is a moot point, but Bickleigh Castle is quite irresistible, and the owner can but feel flattered at your tribute. The English are, when they choose to be, great craftsmen in stone and real artists in a garden, and here is proof of it. Drive softly, park gently, and pay tribute. Then cross the road.

For the restoration did not stop at the castle. Opposite it stood a cattle byre up to 1929, when the true purpose of the ancient stone building was once more fulfilled, for it was really a Saxon chapel. Here, a similar restoration has been carried out, but here it has been imbued with something spiritual and the result is, in some peculiar way, very moving. The simple and tiny chapel grips the imagination. "For where two or three are gathered together in My name, there am I in the midst of them." In this ancient place of worship, the words from St. Matthew are very apt.

Outside, a similar care has been lavished on the chapel's setting, for the south door gives on to a garden walled in stone. The centre is a lawn, while a two-feet border, massed in flowers, shelters under the wall. The top of the wall has been thatched with an increasingly rare skill.

This, then, is the gem hiding in this part of Devon. It should be allowed its sanctity, attracting only those who really wish to seek it out and are ready to pay due regard to the proper feelings of its owner.

The tramp of sightseers on the Saxon flags would be sacrilegious; the soft steps of the two or three, the moment of meditation, and the willing acknowledgment of the power of Christianity, remain right and proper.



A Chapel by the Exe

At Bickleigh, in Devon, the restored Saxon chapel and castle described in the article on the previous pages reveal a labour of love of which the photographs are proof. Above is the simple and tiny interior, on the right the thatched exterior. The road between castle and chapel has been beautified by flower-beds (top right), and the chapel itself stands in a walled garden of singular peace and charm (below).

Over the thatched top of the wall the sun slants across the castle façade. The tower on the left is restored, but with a year or two of weathering will be almost indistinguishable from its original twin.

The overall height is lower than that of the standard saloon and the exterior trimmings are few and restrained.

Foot wells enable the overall height to be lowered. Slim pillars and quarter panels increase visibility. The frontal view shows the marked tumble-home of the sides and the simplicity of the rather large bumper, with lamps built into the over riders.

A Star from Ford

FASHIONABLE COACHWORK FOR THE FRENCH COMÈTE

THE first 1952 Continental model to be revealed is from the French Ford factory and carries the title Comète. It was presented at a special gathering at fashionable Biarritz, nearly five hundred miles from the place where it was built, but will not be shown to the public until the Paris Salon in October.

The Ford Comète is really the Vedette in entirely new dress, built in Paris by Facel-Metallon. It will cost £1,400 compared with £857 (at current exchange rates) and the real justification for this difference is in appearance. There is nothing American in this new presentation, for it is a slab-sided two-door saloon possessing real beauty of line, with no protuberances whatever and a complete absence of flashy trimmings.

In order to get a low line—the total height of the car unladen is only 4ft 8in—the floor is below the chassis members, this, of course, necessitating the use of wells. The windscreen is well rounded with a total width of 4ft and very slim columns, and thus visibility is excellent. The rear window is still more rounded, with its surface broken by two strips. Door hinges are concealed, and the horizontal handles are flush, with a recessed press button; the front and rear bumpers are "wrapped round," the two overriders being used to carry recessed parking lights in the front and, at the rear, the (recessed) red reflectors now legally required in France.

Front treatment is an oval-shaped air inlet, cut by a horizontal bar, with head lamps and fog lamps set into the front edge of the wings. Stainless steel is used throughout for trimming, but this is employed sparingly. The instrument board is rounded in cross section and carries four recessed dials, two on each side of the steering column. On the left they are a clock and combined indicators for oil, water and dynamo charging, and on the right a speedometer and an engine rev counter. The gear lever is under the wheel. The Cotal electro-magnetic gear box is optional, at an extra charge, and this comprises a diminutive gate under the steering wheel.

It is claimed that, by reason of the lower centre of gravity, road stability is increased. There is, however, no appreciable saving in weight, and performance of the two models differs little. The Comète is stated to have a maximum speed of 87 m.p.h.

Deliveries are promised for October, beginning with five per day and rapidly increasing to 15 per day, these being taken from the Vedette assembly line, which is now operating at the rate of 100 per day.

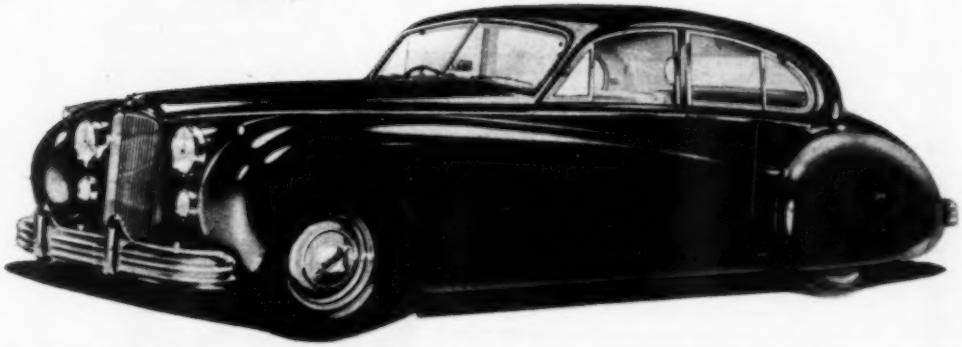
During the Press presentation, M. François Lehideux explained that the Comète was an attempt to provide the public with a high grade, attractive-looking and well-finished car at a reasonable price and modest maintenance charges.

THE ENGINEER'S WORLD—IN MINIATURE

THAT craftsman's feast, the annual Model Engineer Exhibition, goes from strength to strength, and again this summer it was popular before (judging by the queues), and from, the first instant of opening at the New Horticultural Hall, Westminster, London, on August 22. It is to run until the beginning of September, from 11 a.m. to 9 p.m., except Sundays.

This year there is a large water tank at one end of the hall, for displays of motor boats, and if anyone had wondered what kind of age he lived in, the first few moments of the show would have dispelled his doubts. A model helicopter was already hovering over the tank, and at the other end of the hall a radio controlled tank was lumbering across the floor, and causing some doubts as to the safety of toes, as it weighed 2cwt. There are many of the usual superb entries, model cars, boats and aircraft, and the standard seems higher than ever. An innovation is a replica of the Silverstone circuit, on which model Grand Prix racing takes place. The cars are diesel-engined, and they are positively fastened, by a form of rail, to the course. They maintain course on the unbanked bends of the circuit at speeds, relatively, that no Fangio ever attempted. There is also a large number of static cars and scale models, including a B.R.M. The only item that has not been modelled here is the atom bomb, and that, having seen the verisimilitude of the others, is perhaps as well.

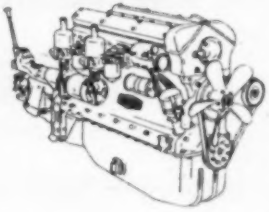
The car that turned the head of the world



Never perhaps has any car created such a spontaneous world-wide impression as this gracious, spacious and powerful Jaguar Mark VII Saloon. Its XK120 engine has long been the wonder of the motoring world—by its record-breaking performances in the Jaguar Sports Model which has won so many international victories. Capable of speeds in excess of 100 m.p.h with noiseless, effortless ease, the Mark VII is yet serenely docile in the slowest city traffic. Its stately interior abounds in roominess and comfort, and its exceptional luggage space will house four large suitcases and four big golf bags as well as smaller items. Its all-round visibility, finger light but positive steering, extra-powerful, vacuum servo-assisted brakes and superb suspension all combine to make this magnificent saloon the smoothest, surest and safest car you have ever known — the finest car of its class in the world.

JAGUAR Mark VII

Powered by the world-famous XK120 engine



THE

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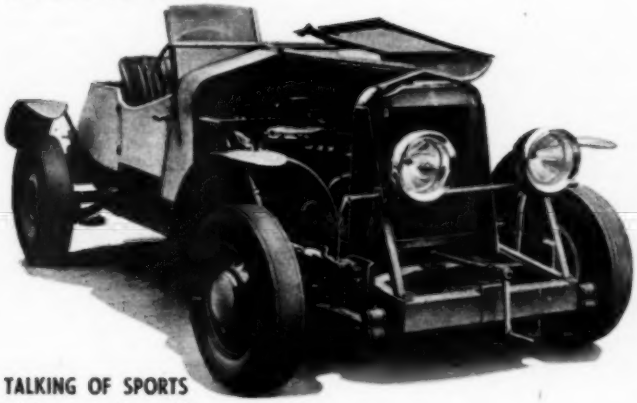
- Handsome buttressed sidewalls provide protection from kerb damage, and make cornering steadier than you've ever known.

DISTINGUISHED BY THE SILVER RING

You can trust

GOODYEAR

FOR LONG LIFE AND LASTING WEAR



A yard of Bentley frame steel each side and a stout cross-member are used at the front of the heavily repaired but sturdy chassis frame.

TALKING OF SPORTS CARS . . . No. 340

Graham-Paige Special

BIG FELLOW THAT STARTED VERY MUCH FROM SCRATCH

RESURRECTION! One look at the rusty remains of the big 1934 supercharged, straight eight, 34 h.p., Graham-Paige saloon, lying there on the dump, and I had decided. All next morning my friend Len Pond, skilled in salvage, butted and tugged a passage with his breakdown truck through the car breaker's wrecks surrounding the Graham until, firmly hooked on his winch, her two wheel-less axles emerged above the ground in which they had lain buried for five years. That night her massive frame rested on six oil drums in my garden.

It took me a whole day to remove the huge saloon body. Every nut, rusted solid, had to be hacksawed or chiselled. No glass, upholstery or instruments remained. Owing to its weight, I had to connect a pulley-block between the body and a tree to get it off; it rolled right over and broke half-way through my hedge into the garden next door!

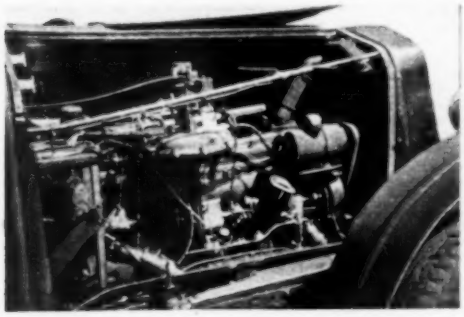
I now saw the impossibility of using the original frame. Both sides were split where the rear axle had smitten it; one rear spring was broken and the axle casing above it was bent 4 deg out of line. Both offset front spring brackets were hanging on by one loose rivet, the other two having pulled clean through the frame; all four shock absorbers had similarly torn free. So I hacksawed the frame right in half, scrapped the rear end complete after disconnecting brakes and prop-shaft, and set out in search of more frame members and a suitable axle.

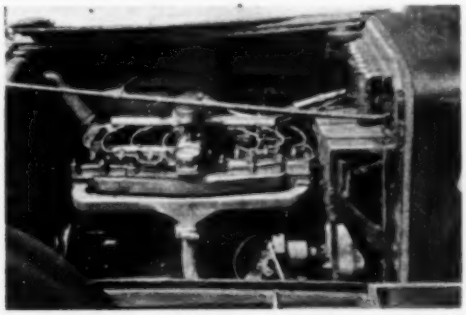
Buying a large Austin frame for 7s 6d, and a splendid eight-cylinder Chrysler back axle, complete with springs and six disc wheels, for £3, I decided on a wheelbase of 9ft. Using 18 ½in H.T. bolts each side, I fastened the rear of the Austin channels inside the Graham frame, allowing 4ft overlap, and added the Chrysler axle, luckily the same track as the original (5ft 1in). Next I shortened the Graham prop-shaft, turned and tapped a steel adaptor ring to allow for the difference in the universal bolt-holes, and coupled up. After adding two new cross-members I braced the hybrid frame with 2in angle iron until it was really rigid.

The torn frame members at the front were repaired by bolting a yard of mid-section 3-litre Bentley frame steel over each side and joined with a third piece across the front to withstand the twisting caused by the offset front spring brackets. This also served as a mounting for both the number plate and a massive fixed starting handle which I made from an old school window-operating mechanism. Front axle assembly proving perfect, I decided to build my body next and to overhaul the engine later.

After filling a drawing book, a mixture was decided on of 4½ Bentley, 30-98 Vauxhall and Light Sports Railton. A radiator shell was soldered up from galvanized iron, and I modified a beautiful aluminium bonnet from a big Delage to follow it, and made a strong scuttle and bulkhead from very thick galvanized iron, 1½in angle iron and multi-plywood from a French warship; 24-gauge galvanized iron sufficed for the rest of the body, riveted on angle-iron framework, and the whole was mounted in such a way that by removing four accessible bolts each side the entire rear part of the body—doors, seats, floor and all—could be lifted clean off in ten minutes should one wish to get at the back half of the chassis. Four light wired-edged wings were rolled on the mangle (when my wife was out) and mounted on rust-proof brackets of galvanized water pipe. My windscreen is the top half, inverted, from the screen of a 1922 Cluley I used to drive; the steering wheel comes from a 1925 Bean; the external battery box graced a 1924 fire engine; the spotlight (detachable, with 20ft of cable) was converted from an

The straight-eight engine has a centrifugal supercharger on the right side, feeding mixture across the top of the block to the manifold on the other side of the engine.





The big car has a rugged and rather austere appearance.

Graham-Paige Special: continued

acetylene head lamp that adorned a Humber motor cycle.

I sawed my lovely mahogany dashboard from an enormous piece of timber presented by a friend, Major P. Jackson, and over 100 years old (the wood, that is). The spare wheel was made up from a Ford V8 rim fitted with a steel disc which I turned and bored with ten holes, five to fit the Chrysler rear axle and five to fit the different Graham front studs, so that it will fit any hub.

Finally, the engine: Dynamo, fuel pump, carburettor, fan, distributor, and every single pipe, wire, and control had gone, and many hours were spent dump-combing for substitutes. Luckily the supercharger, a high-speed centrifugal type revolving at nearly six times engine speed, was perfect, and all bores were miraculously free from rust. The clutch was relined, one big-end was remetalled and the broken oil-pipe which fed it was repaired. I added new rings, a Ki-gass, and a huge extra-air valve (made from a gas bracket) which opens and shuts with the throttle. Beneath one of the head lamps (from a 1927 Sunbeam, 1s each) a press-switch was obtained and connected to the starter. This was immobilized by another under the facia. With this arrangement I can assist the starter by cranking when oil is thick; two Autopulse electric pumps supply the fuel. I fitted large separate hand controls for ignition and throttle, cleaned and refitted the original single-acting hydraulic shock absorbers, and furnished the facia with speedometer, ammeter, oil pressure gauge and warning light, and water thermometer.

Data? Weight, net, 24cwt, 50-50 on each axle; track 5ft 1in, wheelbase 9ft. Engine 8 cyl, s.v., 82.5 × 101.6 mm, R.A.C. rating 33.8 h.p., 140 b.h.p. at 4,000 revs. Capacity 4,350 c.c., lb per c.c. 0.62. Tyres 16 × 6.50in, lighting and coil 6-volt, fed by a Lucas 12-volt dynamo from a Wolseley.

Performance? Here are *The Autocar* figures, published November 15, 1935, in the Road Test of one of these cars, which, in saloon form as tested, weighed no less than 34cwt.

Acceleration. 0-50 m.p.h., 10¾ sec; 0-60, 15¾ sec; 0-70, 21 sec. Mean maximum speed over flying ½-mile, 90.00 m.p.h.; braking, 26ft from 30 m.p.h.

As my special weighs half a ton less than the car tested, with frontal area greatly reduced and a final ratio of approximately 3.9 to 1 as against the original 4.27, I feel that few will accuse me of shooting a line when I say that it is considerably faster than most. Practically all the tremendous performance is accomplished in top gear, and in almost complete silence. The G-P will start from rest in top gear and go round in circles on full lock without snatch or bother; and m.p.g., driven carefully (I am not anxious to smash up a car which has taken five years' spare time to build) works out, incredibly, at 20, measured over 5,000 miles. The steering is dead accurate and light, requiring 2½ turns from lock to lock; accessibility is 100 per cent. My only worry is a corroding aluminium cylinder head; devaluation has placed a new one (previously 50 dollars) right beyond my pocket.

I owe much to the service department of Jack Olding and Company (erstwhile distributors); Mr. G. Leventon, formerly a director of Cleverly's, Ltd.; Zenith Carburettors; and the service department of Graham-Paige Automobiles, at Auburn, Indiana, for all their courtesy, patience, and ready assistance in helping me to build (if I may coin a phrase!) what is to me the "best car in the world"—even if it *did* cost me only £60!

R. C. BROOKES.

There is a "slit trench" rear compartment. The whole of the rear part of the body is detachable, for chassis servicing, after the removal of four bolts.

NEW BOOKS

"RETURN TO NORMANDY"

THIS is one of those rare books which the reviewer finds that he has promised to several friends before he has even finished it himself (*Return to Normandy*, by Vivian Rowe. Evans Brothers, Ltd., Montague House, Russell Square, London, W.C.1, 12s 6d). How the author amassed his amazing knowledge of this part of France is a matter for marvel, although he gives a hint from time to time. How he came to love it as he so obviously does is revealed by the text itself, for Mr. Rowe is not content merely to record the beauties that meet the eye. His book is well placed in the "Windows on the World" series from this publisher, for no one who glances through this particular window (of Gothic elegance, surely) can fail to want to throw open the door and book a passage to le Hâvre.

Normandy, to the Englishman, must inevitably suggest William the Conqueror, and the book subtly places William in his important position in Anglo-French history. There is legend; there is also history. And there is the author, diffident, humorous, polite and ever charming, taking the reader through Normandy, pointing out a scene there, an architectural detail here, and always successfully conveying the subtle atmosphere that distinguishes Normandy from other parts of France. By relating, too, the happenings of the eventful years—particularly 1944—Mr. Rowe brings Normandy very close to the English reader, for he is made to realize that the Caen of the invasion is also the Caen of the Conqueror.

Mr. Rowe is obviously, primarily, the traveller on foot, or perhaps on the chance farm cart that overtakes him. But he is not unkind to the car, although he recommends it for those who have not the energy for other forms of travel. Ah no! The car is more than a mobile bathchair, for it is the one means of seeing much of the world in the short time at most people's disposal, and a quick impression, even of Normandy, is better than none at all. There is so much, and so many countries, to see that can never be examined in detail.

Return to Normandy must surely become a classic, for it is as absorbing about a part of a foreign country as Thomas Burke is about England in his classic on that subject, and that is deliberately saying a great deal.

M. B.

Racing in Germany

German Racing Cars and Drivers, by Gunther Molter. Floyd Clymer, Los Angeles 6, California, U.S.A. 2 dollars.

This is a fascinating record of both pre- and post-war German racing, by one obviously in touch with his subject down to the last detail. Its translation for the English-speaking market, however, leaves something to be desired on the score of accuracy, if not readability. The book is in wrappers in the style of this publisher, and profusely illustrated by many excellent photographs.

COBB'S TYRES — *and Yours*

On the face of it, the tyres used by John Cobb to break the World's Land Speed Record, and the tyres used by the majority of British motorists are as dissimilar as Utah and the Great North Road. They certainly *look* different, but that is to be expected. The significant fact is that both types are made by Dunlop. Indeed, Dunlop has designed and built "the fastest tyres on earth" ever since Sir Henry Segrave's 231 m.p.h. in 1929. To test the latest of these unique covers, which have to withstand — amongst other things — internal stresses of 150 tons, Dunlop has a special high-speed testing laboratory. Here, shielded by armour plate, technicians study the effect on the tyre of machine-made speeds of up to 420 m.p.h. Although the Dunlop tyres which exceeded 400 m.p.h. during John Cobb's record-breaking run in 1947 were 29% lighter than those used to achieve 311 m.p.h. in 1937, advances in design made them 30% stronger. But the knowledge of tyre behaviour, of new methods of design and of new materials behind this achievement benefits not only the record-breaker, but the ordinary user. Interpreted and applied by the scientists of the Dunlop Research Centre, this unrivalled knowledge has proved of direct value in providing the private and commercial user with better and better production Dunlop tyres.

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1950 **JAGUAR** Mark V 2½-litre Saloon, heater, 10,000 miles ... £2,175

1948/9 **M.G.** 'T.C.' 2-seater, 14,000 miles £825

1950 **MORRIS** Minor Tourer, 2,000 miles £850

1949 **MORRIS** Oxford Saloon, 13,000 miles £1,095

1950 **RILEY** 1½-litre Saloon, 12,000 miles £1,625

1949 **ROLLS-ROYCE** Silver Wraith Foursome Drophead Coupe by Gurney Nutting, 13,000 miles ... £5,950

1947/8 **ROVER** 16 h.p. Saloon, 19,000 miles £1,345

1949 **STANDARD** Vanguard Saloon, 15,000 miles £1,075

1950 **SUNBEAM-TALBOT** '80' Saloon, 10,000 miles £1,395

1949 **VAUXHALL** Wyvern Saloon, heater, 9,000 miles £1,095

1949 **VAUXHALL** Velox Saloon, heater, 13,000 miles £1,095

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USED CARS ON THE ROAD

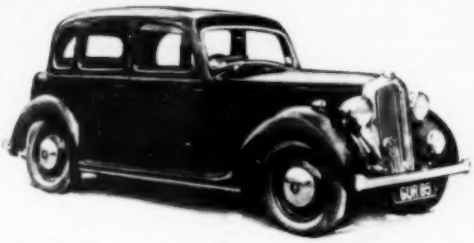
No. 13: 1946 Rover Ten Saloon

Price, new: £890 15s Secondhand: £940	Acceleration from rest through gears to 30 m.p.h., 10.2 sec. To 50 m.p.h., 25.2 sec. 20-40 m.p.h. (top gear), 17.4 sec.	Fuel consumption range: 24-29 m.p.g. Oil consumption: 1,500 m.p.g. approx.	Speedometer reading: 14,858. Car first registered: June, 1946.

A CAR of fairly small engine size, with its benefits in reasonable running and maintenance costs, coupled with plenty of passenger room and refinement in engine, transmission, coachwork and detail fittings, is one with a big appeal. The Rover Ten has always been associated with such refinement, and the car supplied for test by B. and H. Motors, 1464-8, High Road, Whetstone, London, N.20, lived up to this reputation. Although good workmanship must be reflected in price, quality in early post-war cars is now beginning to bring its reward, for they are no longer in their youth.

The appearance of this Rover was exceptionally good externally, flaws in the perfectly polished cellulose being limited to a scratch on the luggage locker lid. Internally the upholstery and carpets showed some wear, but they were clean. The plain woodwork of the facia and window sills also showed age by a certain amount of scratching. As a whole the coachwork was very free from wear in the sense that doors closed easily and firmly, the windscreen opened and closed properly, and the sunshine roof could be opened and closed—with a little effort—with one hand only. All the seats were comfortable.

Performance was naturally not vivid, bearing in mind the roominess of the car in relation to engine capacity, but its



smoothness was at once noticeable. Apart from a faint axle whine in top gear up to 30 m.p.h., on the drive as distinct from the overrun, silence was the keynote. The gear box, with its short, vertical lever in just the right place, was a delight, and the clutch always provided a smooth take up. Top gear provided a surprisingly strong pull on gradients, without any sign of pinking. The speedometer was more than usually accurate, showing 31 and 52 at a true 30 and 50 m.p.h respectively. The mileage reading, as pointed out by the vendors, was not presumed to be a true total, of course. Oil pressure at 30 m.p.h. with the engine hot was nearly 39 lb, and 15 lb at a tickover.

Steering was accurate, little play being present, but some effort was needed to turn a right-angle corner closely. The suspension was fairly firm but the spring dampers, particularly at the front, were rather weak, permitting more up and down movement than would be expected. The brakes were in need of some adjustment; although the well-placed hand brake lever was effective, pedal travel was considerable and the car tended to pull to the right. The brakes also lacked real "bite." One tyre was getting nearly bald but the remainder appeared to be virtually new. Rattles were limited to the driver's window.

Among the refinements unusual on the average modern car were lever operation of the driver's window, a green light reminder for traffic indicators, a press-button oil level indicator combined with the petrol gauge, reserve fuel switch, a tool tray under the facia and the well-known Rover free-wheel device brought into operation by an easily accessible knob. At no time did starting give any difficulty.

No. 14: 1947 Standard Twelve Saloon

Price, new: £633 5s Secondhand: £785	Acceleration from rest through gears to 30 m.p.h., 8.3 sec. To 50 m.p.h., 22.3 sec. 20-40 m.p.h. (top gear), 14.6 sec.	Fuel consumption range: 25-30 m.p.g. Oil consumption 2,000 m.p.g. approx.	Speedometer reading: 27,422. Car first registered: April, 1947.

A ROOMY, family car with the ability to cover the ground in a useful way with little effort on the driver's part will always be in demand. Such is the 1947 Standard Twelve, an example of which was provided for test by Stadium Autos (Plaistow), Ltd., 178, New Barn Street, Plaistow, London, E.13. The car tested had been recellulosed grey and this was a job well done. For the most part the chromium plating had not lost its glitter so that the car as a whole looked well turned out. Upholstery was in blue, the seats being little worn, and clean. The springs of the driving seat had become rather weak but the seating generally was comfortable. The light blue carpets had suffered some discoloration but were not badly worn. The facia panel was unusually free from scratches.

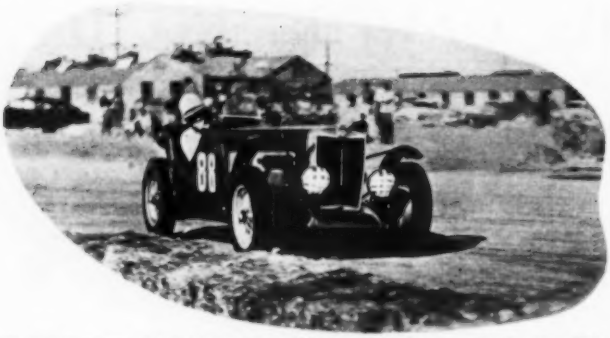
On starting from rest the clutch take up was not smooth and only very careful engagement would ensure freedom from jerkiness. Once on the move the smoothness was satisfactory and the gear changes themselves were assisted by adequate synchromesh action provided that they were not made too fast. Apart from slight tappet noise when cold the engine was quiet and flexible, permitting cruising speeds of about a genuine 55 m.p.h. to be used without the driver being conscious of the engine. At about 60 m.p.h. some engine fuss was audible but there was still power in reserve. The speedometer was considerably optimistic, in contrast with the car tested new in 1947. At a true 30 and 50 m.p.h. the speedometer read 36 and 60 respectively. Oil pressure was 39lb at 30 m.p.h. and 25lb at engine tickover speed when hot.

Handling

The suspension was good, providing a smooth ride on all normal roads with freedom from pitching. The transmission was always silent. The steering gave a slack feeling on first acquaintance, which was not unusual on this model generally,

but it was accurate and light. The Bendix braking system was by no means working properly, but it was understood that attention to this fault had already been arranged. The tyres had a worthwhile amount of tread remaining.

The facia panel carried a very adequate range of instruments, including speedometer, oil pressure and fuel gauges, clock, water thermometer and ammeter. The water thermometer and clock were not in working order and the same remark applied to the twin windscreen wipers. The illumination of the dials worked properly but not the roof light. The car was free from rattles except for a slight and occasional noise in the driver's door. Starting was easy at any time and only moderate use of the mixture-enriching control was necessary for cold starts. The Windtone horns were up to their sonorous standard and refinements also included a sunshine roof, rain-excluding louvres over the side windows and an opening windscreen.



First appearance of the Edgar TC in fully modified form was in the 1951 Palm Springs Road Race, where Jack McAfee brought the car home in second place behind Kimberly's victorious Ferrari. (Photographs from the American journal "Motor Trend.")

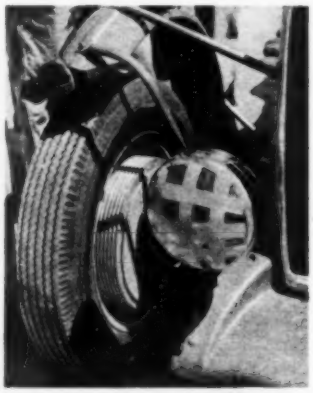
Hot Stuff Icebox!

A TC MIDGET WHICH HAS TO TAKE IT HOT AND COLD

THE willing little engine fitted to the TC (and, subsequently, to the TD) M.G. Midget has been the subject of a considerable number of different ideas of super-tuning and conversion. The most outstanding example of this is, of course, the engine at present installed in Lt.-Col. A. T. G. Gardner's record-breaking car, which, with a very high degree of supercharge, has been developed to give the extraordinary power output of 210 b.h.p. This is the extreme case; the M.G. tuning handbook carries the development stage by stage from the standard output of 54 b.h.p. to 92 b.h.p., with only a mild degree of supercharge.

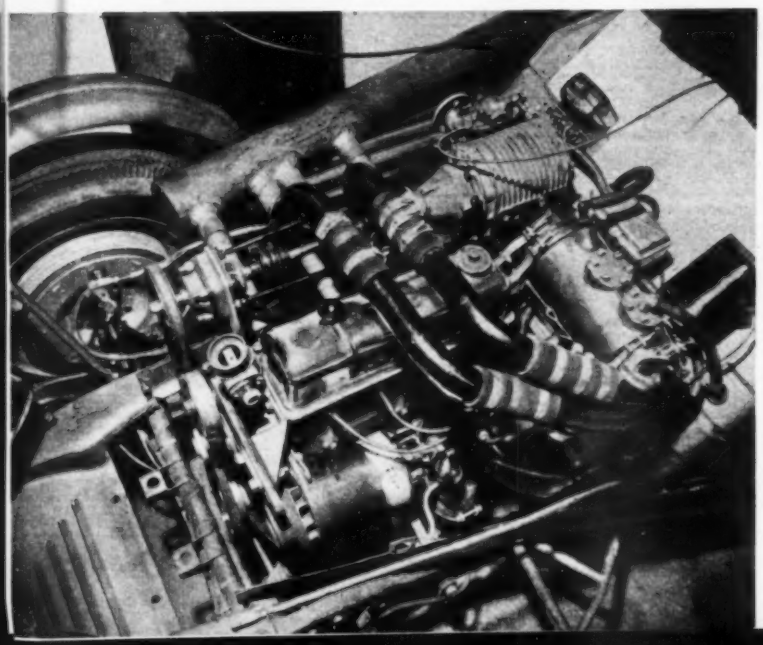
Over in the U.S.A., John Edgar, who is the distributor for Italmeccanica superchargers for all regions west of the Mississippi, has carried matters a stage further in his TC M.G., which has been placed in almost every event in which it has competed in the last two seasons. His conversion consists of a belt-driven Italmeccanica supercharger, running at 12,000 r.p.m. at the engine's present maximum of 6,500 r.p.m., and delivering 12 lb boost. These superchargers, incidentally, have magnesium-alloy two-lobe rotors. A special overlap camshaft is employed, together with a thick copper gasket to reduce the compression ratio to 6 to 1, high-tensile steel cylinder-head studs and big-end bolts, oversize valves and special 220 lb double valve springs. The result of these modifications is a peak output of 148 b.h.p

To enable this power to be obtained on standard (American) pump fuel without an impossible temperature rise in the induction manifold, the following measures were adopted. A Thompson Products Vitameter is fitted to the single Solex carburettor, blending water and a detergent with the fuel, and an ex-aircraft multi-tube heat exchanger used as an inter-cooler in the manifold. An electric fuel pump circulates water from a storage tank, packed with "dry ice" and mounted on the cockpit floor, to the inter-cooler and thence back to the tank via a Crosley radiator mounted in the body side. This maintains the mixture below a temperature of 150 deg F. A similar heat exchanger is mounted at the side of the oil sump, and used air-cooled to reduce the engine oil temperature.



One of the Seely aircraft-pattern brakes now fitted to the M.G.

The supercharger installation and drive, together with the intercooler and manifold and the four-branch exhaust system, are clearly visible in this engine view.



The engine cooling system is pressurized to 7 lb, and methylene glycol used in place of water, raising the boiling point of the system to almost 300 deg F. This unit has proved remarkably reliable and still has the standard M.G. crankshaft, connecting rods and pistons.

The car as a whole has been carefully rebuilt and lightened, the steering mechanism somewhat redesigned, and special high-tensile steel axle shafts employed. The rear axle ratio has been raised to 4.875 to 1 and 16in wheels fitted, shod with Firestone racing tyres. The hydraulic braking system now operates 12in diameter Seely aircraft-type brakes, with light alloy drums and back plates.

The car is used on the road in normal fashion, and driven to and from race meetings, often as much as 400 miles each way. Certainly, it shows what can be done with the TC; out of a total of ten events in which it has been entered during 1950-1, it has scored five first places, three seconds, one non-start and one retirement. John Edgar, the owner, is a connoisseur of rapid conveyances, owning also an XK120 Jaguar, a Vincent H.R.D. motor cycle, a Type 57 Bugatti and—still on order—a Ferrari Type America.

OPINIONS EXPRESSED ON THESE PAGES ARE THOSE OF OUR CORRESPONDENTS, WITH WHICH "THE AUTOCAR" DOES NOT NECESSARILY AGREE. LETTERS INTENDED FOR PUBLICATION SHOULD BE ADDRESSED TO THE EDITOR, "THE AUTOCAR," DORSET HOUSE, STAMFORD STREET, LONDON, S.E.1.

The pleasant irregularity of old towns is often enhanced when the pavement quite parts company with the road (Pickering, in the North Riding of Yorkshire).

CORRESPONDENCE

ONE-HANDED DRIVING

And Other Ineptitudes

[63602.]—I read with interest your leader under the above heading (August 17) and I couldn't agree more with you on this undesirable practice. It is but rarely one notes any hand signals which can be understood. There is no doubt that it is time that much more attention was given to this important point by driving teachers and examiners.

It is particularly noticeable during this holiday period that the standard of driving is lamentably poor and so few people seem to know how to make a left- or right-hand turn correctly. If they intend turning to the left they usually veer off to the right and then without any warning turn sharp left just as an unsuspecting follower might be attempting to pass on the inside. Conversely, if the intention is to turn to the right, they veer over to the left in such a position that if they have to stop to wait for any oncoming traffic to pass (which frequently happens) those following are completely held up and so another jam starts to build up.

With regard to parking on the wrong side of the road at night, since reading your note on this point I have questioned some five or six motorists and not one was aware that such a law existed. Start a campaign, Mr. Editor, and get the A.A., R.A.C., and other motoring bodies to wake up to the congestion which is at present existent on the roads, which I feel can be greatly minimized by educating the motorist to a better and safer technique. Otherwise, chaos, which is all too evident, will become worse and the motoring movement will become more maligned than ever. ALBERT BRAID.

Colwyn Bay, Denbighshire.

GRAVITY DEFIED

An Experience in Wild Wales

[63603.]—Whilst motoring in North Wales in recent weeks I had a very interesting experience. I had driven up from Beddgelert in the direction of Capel Curig. In motoring up the heavy climb from Beddgelert I was anxious to pull up to admire the scenery but owing to the heavy incline I decided to wait until I had reached the top and got a few yards down the other side. After reaching what appeared to be the top of the climb, I travelled about one hundred yards down the other side and could then see the junction of the Capel Curig road and the end of the Llanberis Pass.

I stopped and put on the hand brake, then, after a few minutes, I entered the car and being, as I thought, on a downhill slope, I released the hand brake with the intention of letting the car gradually move forward. But to my great surprise the car began to move backwards quickly and up what appeared to be the hill. Having read about such experiences previously in other parts of the country, I applied the hand brake and alighted and there I was looking up what certainly seemed to be a steep hill-climb and I could see ahead of me, or rather behind me in the direction from which I had come, the brow of the hill which I had just climbed up; on looking forward the road certainly seemed to be a steep down-gradient. It was a weird experience and I decided to go down as far as I thought necessary to make quite certain I was on level ground as I was anxious to see at just what part of the road this could not be experienced. When I got well ahead and on what I thought was absolutely level ground I again tried, stopped the car, applied the hand brake and again released it. To my great surprise the car went back and I was able to go right up to the top of the hill, or the brow of the hill from which I had come. I have heard of the Electric Brae in Scotland but have never had such an experience previously. PERCY HOWEY.

Seaburn, Sunderland.

THE MODEL T

Performance of a Surviving Example

[63604.]—I was most interested in the recent article (August 10) on the Model T Ford engine. I have two Model T Fords, one 1909 and the other 1915, the dates having been verified by the Veteran Car Club. Both cars are in excellent order and have been driven several hundred miles to rallies during the last few years.

I find that petrol consumption varies from 22-25 m.p.g. and a comfortable cruising speed is 30 m.p.h. When climbing hills the engine will pull steadily down to 10 m.p.h., when low gear should be engaged, and a speed of 10-12 m.p.h. can be maintained on almost any gradient.

The design of the Model T must have been completed by 1908, since over 10,000 cars were produced in 1909 and a further 20,000 in 1910. In 1914, the price of the car in Britain was only £125, the lowest ever recorded.

Exeter. E. V. M. WHITEWAY.

Remembered Traits

[63605.]—I enjoyed reading the article, August 10 issue, on the old Model T Ford.

I have no doubt this will recall happy memories for many old readers, for despite all the nicknames and jokes it was a remarkable car and made motoring possible for millions.

I remember when serving in the first war in the R.A.S.C., and after driving the conventional staff cars—Sunbeam, Vauxhall and Daimler—how I used to love to drive the C.O. in his two-seater Ford at week-ends for a change.

Some of the antics of the Model T will be remembered,

CORRESPONDENCE . . . . . continued

especially the tendency to run over you when cranking from cold, if the brake was not hard on, because of the oil sticking on the epicyclic gear system, I believe. For the same reason, there was the practice of jacking up the rear wheels in winter to get an easy start from cold. J. C. BARNES.

Leeds, 6.

LONDON-CALCUTTA

Information Required for a Long Trip

[63606.]—Having been confined to the extremely limited—and rather bone-rattling—network of roads in Siam for some two years now, my wife and I are planning to use part of our holiday period, for which we are due in April next year, to do the London-Calcutta portion of our return journey by car—through Yugoslavia-Greece-Turkey-Iran-Pakistan. There may be among your readers someone who has taken this or the southern route (North Africa) and who would permit us to benefit by his experience, especially as regards approximate time needed for obtaining visas, state of roads (for India in monsoon and in dry weather), service facilities, quantities of fuel and water which must be carried, equipment recommended and so on.

Any assistance you may be able to give us by publishing this letter and by indicating where suitable maps and up-to-date information concerning regulations covering travel by road, health, customs and currency legislation may be obtained, will be greatly appreciated. R. D. GILBERT.

Bangkok, Siam.

[Letters will be forwarded.—ED.]

RACING QUESTION

The Evident Answer

[63607.]—The answer to Mr. E. J. Needham's query in *The Autocar* of August 3 [63538] would seem to be as glaring as Mr. J. G. Douglas finds it mystifying.

In comparing speeds of G.P. cars at Silverstone with that of sports cars at Le Mans, he has surely overlooked the fact that the latter circuit is a faster one. It would indeed be interesting to know at what speed the 8.4-km Sarthe circuit at Le Mans—with its very long straight—would be lapped by an Alfa, Ferrari or B.R.M.

Reductio ad absurdum—Rheims has been lapped at over 82 m.p.h. by a J.B.S. 500 c.c. car, but the fastest lap at Monaco by an Alfa Romeo Type 158 is, I believe, under 65 m.p.h. Surely Mr. Needham would not assert that a J.B.S. was a faster car than a Type 158 Alfa? ROBIN RICHARDS.

CLUTCH OPERATION

Hip and Thigh

[63608.]—It is with some diffidence that I write to you regarding the statements ascribed to a brother doctor in The Scribe's column of your issue of August 10, as it is not entirely seemly that debates on medical matters should be conducted in the lay press, but I am moved to do so by some apparent inaccuracies

I agreed that the hip-joint is capable of all the movements ascribed to it, but I do not agree with the limitations put on the movements of the other joints.

It is true that in practice the knee joint, being provided with very strong bands or ligaments, is capable only of flexion and extension, but it is possible also to obtain a very small amount of lateral movement and of rotation.

The ankle joint, however, can provide all the movements, although in different degrees, ascribed to the hip joint. If it could not do so, man could not climb or walk on rough ground.

Admittedly a hinge joint is not as mechanically sound or as stable as is a ball and socket, but this difference does not enter into their uses for moving a clutch pedal, as it need be considered only under conditions providing much greater strain.

It was stated that considerable muscle tone is needed to produce enough power and control in overcoming a strong spring. I believe that what the writer meant was that considerable muscle power was needed to overcome the strength of the spring and tone to give control of the movement. Let us consider what happens when the clutch pedal is depressed with the foot. If the heel is kept off the floor, the pedal is depressed through extension of the hip and knee and ankle. The knee, as your correspondent said, moves but little as a joint, the main power being supplied by the large and strong muscles which move the hip joint. This, I submit, is the natural way, and the more economical of effort and less productive of fatigue, for declutching.

If the heel is rested on the floor, almost no movement occurs at the knee or at the hip, but a large range of movement takes place at the ankle joint, the muscles controlling which, as your correspondent said, are easily fatigued, the reason for this being in this case that they are being called upon to exert leverage in a mechanically wrong manner.

The truth of this is easily seen if it be considered that the muscles of the calf are pulling on the short end of a lever, i.e., the heel bone, in order to exert force across a fulcrum, i.e., the ankle joint, and through the long end of a lever, i.e., the part of the foot between the heel and the balls of the toes, upon the pedal. SEAGHAN UA CONCHUBHAIR.

Gaillimh, Ireland.

Support for the Original View

[63609.]—When The Scribe first wrote in favour of "heel off the floor" clutch operation I meant to write and support the theory, giving anatomical evidence, having just finished two years studying the subject.

Your doctor correspondent (page 938, August 10) states the case very clearly and then draws the wrong conclusions. The hip joint, as he points out, is very strong, and the muscles controlling it are also strong—being those which bring the body perpendicular after bending, and so on. The muscles of the leg are used in walking for raising the heel when the leg concerned is in the forward or backward positions and thus need not be so strong. Thus the muscles of the lower leg are more readily fatigued than those of the thigh and hip region. From engineering as well as anatomical reasoning the stress is indirectly proportional to the strength—thus the heel on floor method will produce fatigue more rapidly (I'd like to know which method Alpine Rally drivers use).

Obviously The Scribe is right because in the "heel off"-position the knee can be flexed slightly and the main thrust be taken by the thigh muscles, with five-degree movement occurring at the ankle joint—thus using all the muscles and obviating fatigue. By keeping the heel on the floor the movement is limited to the muscles of the lower leg.

Furthermore, with the heel on the deck slip is bound to occur between shoe and pedal—a feeling which doesn't allow for perfectly graduated control.

I hope I've cleared up the point sufficiently. The idea of the pedal close to the seat is not good—as, at present, pressure can be exerted on the pedal because the back of the driver is located in the seat and holds him firm. No support is given upwards, however, and so, given a strong enough spring, declutching would mean wedging the head against the roof!

Many thanks for Disconnected Jottings.

JOHNNIE WALKER.

Allendale, Northumberland.

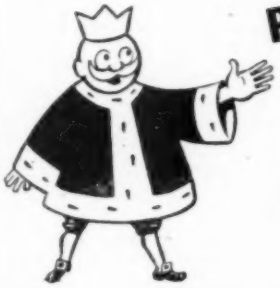
And Another Supporter

[63610.]—I am writing as an orthopædic consultant and a very enthusiastic motorist to take issue on The Scribe's side against my unknown medical colleague on the question of the mechanics of clutch operation.

I have no quarrel with his anatomical premises, and he rightly emphasizes the much greater strength of the thigh muscles (controlling hip and knee) than those of the calf (controlling the ankle); but he has, I think, overlooked the fact that, with the heel resting, clutch operation is carried out predominantly by the ankle, and therefore by the weakest of the available muscles. This method has the added disadvantages of transferring part of the weight of the limb to the floor, instead of using it all to assist clutch operation, and of requiring some sliding motion (the amount varying with the axis of movement of the clutch pedal) between the pedal and the sole of the shoe. With the heel unsupported, the calf muscles have no more to do than to fix the foot in relation to the leg (i.e., to stabilize the ankle joint, rather than to move it against resistance) while movement (of the entire limb now) is carried out by the powerful thigh muscles.

There is, of course, room for wide individual variation, and the important factor is the relation of the muscular development of the driver to the force needed to depress the clutch and the distance over which that force has to be applied. A muscular man driving a car with light clutch springs and a short clutch travel would have no difficulty in declutching by ankle movement alone, his heel resting happily on the floor, and he might well find himself more accurate in his control; I therefore deduce that your first correspondent played rugby for his college, now keeps it with country dancing, and drives a 1930-ish Austin Seven.

Dunecht, Aberdeenshire. N. G. C. HENDRY.



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CORRESPONDENCE . . . . . continued

THOSE STRAPS

Yet More Names

[63611.]—Fancy no one spotting the answer the The Scribe's query on page 914 of the issue in which the question was asked (August 3).

The caption to the photograph of the interior of the 1½-litre M.G. reads " . . . and pull straps are provided . . ."

Twickenham, Middlesex. CECIL H. BAKER.

[A palpable hit! But evidently not all are agreed.—ED.]

[63612.]—What's the matter with "Mothers Helps"? For car numbering, when the present system is exhausted, why not reverse it, putting the numbers first? GEORGE WILLY.

South Petherton, Somerset.

[63613.]—I work in the accessory trade, and we know them as "Rope-Pulls," although one very famous manufacturer refers to them in his leaflet of specialized accessories, as "Assist-Cords."

The loop type, I think, is generally referred to as "Arm-Slings", and I believe they were referred to as such in your description of the car supplied to H.R.H. Princess Elizabeth a short time ago. "PREFECT."

Oldham, Lancashire.

AERODYNAMICS

Rear Engine Easier to Accommodate?

[63614.]—The articles on the aerodynamics of motoring which appeared in your June 8 and August 3 issues were extremely interesting. I note that, in his second article, Mr. J. M. Reid says that "not only the engine but also the transmission could all be placed at the front end without excessive overhang and the drive be taken logically through the front wheels."

I personally am a great admirer of front-wheel drive cars and, in point of fact, drive one, but just the same it strikes me, probably quite incorrectly, that many of Mr. Reid's problems of styling and seating would be eased by the use of an engine positioned in the rear and driving to the rear wheels. Something on the lines of the flat-four of the Volkswagen should suit admirably. Presumably there are, as ever, snags "galore."

Vicarstown, Ireland. C. E. SHORTALL.

THE ALPINE

Comments from an Experienced Driver

[63615.]—With reference to your journal's report of the recent Alpine Trial (July 27) and to the article by A. G. Douglas Clease (August 10), I would like to add a few personal impressions.

The Alpine Rally is certainly one of the most strenuous events of all the big rallies and international trials organized throughout Europe. For that reason perhaps Mr. Clease considers ten unpenalized cars out of 65 starters an unusually high number. It certainly is, but consider it from the following angle: only three of the ten were touring cars, the remainder being competition and sports models. Nobody among your commentators pointed out that the Alpine is the only trial of international fame where sports cars are permitted to compete with touring cars on equal terms, i.e., with the same average speeds, imposed only according to cubic capacity of engines.

This is certainly a weak point in an otherwise splendid event, and I think that the low number of starters is mainly owing to the fact that the owners of cars eligible in other events of this type, where sports cars are banned, are sure to be outclassed by the many sports cars that the best drivers are naturally choosing for the Alpine. I remember that in 1949, when competing in this trial with a Bristol, we often discussed this problem and decided that with a Frazer Nash, a car equipped with the same engine as the Bristol but in a sports chassis and with a light competition body, the Alpine would be a nice holiday trip. The result of the recent event, where this type won its class and tied with a car of nearly twice its capacity, confirmed our impression.

It is very strange to note that, although today the international sporting calendar is full of different rallies and trials, the International Sporting Commission have not yet fixed details ruling cars eligible for this type of event. This state of affairs naturally mostly affects the private competitors because it certainly is not possible to have one car for the Monte Carlo Rally, one for the Alpine and another one for the Tour de France. Only the Italian Sporting Commission has fixed firm rules for the so-called "Grand Tourisme" category. Such rules could form a basis for international regulations for cars competing in the sports type of rallies (Article 21a of the I.S.C.) with main specifications of eligible cars fixed, and detail modifications to be outlined in the regulations of the actual event, following its more or less sporting character.

Prague. ZDENEK TREYBAL.

FRONT-WHEEL DRIVE

Too Much Theory?

[63616.]—The explanation given by Mr. Cameron C. Earl [63553] of the effect of traction or braking on the cornering power of the tyre, and which I think he attributes to Mr. Lind Walker, was made a good deal earlier than this by M. Paul Frère, in his booklet, *Traction Avant ou Roues Arrières Motrices*. It is nice and tidy, but I feel it is an over-simplification, at least for a rolling wheel, since it does not fit all the observed facts. For instance, Olley (*I.A.E. Proceedings*, 1947), states that traction reduces the cornering power of a tyre, whereas braking increases it. The tidy "mathematical" explanation would show a reduced cornering power in each case. Further, while it is fairly easy to obtain decelerations with four-wheel brakes of 0.85g, few cars when cornering will much exceed a sideways acceleration of 0.5g, and hardly any reach 0.6g, whereas the "mathematical" explanation suggests that the fore and aft and sideways skidding points occur with a disturbing force which bears the same relationship to the load carried in each case.

Finally, on a good surface, I have seen little, if any, indication that the maximum deceleration is sensitive to tyre inflation, whereas the maximum sideways acceleration is.

Most of these facts are irrelevant to the original discussion and are quoted to show that the explanation in Mr. Earl's letter is an over-simplification. Olley's statement, that traction reduces the cornering power of a tyre and braking increases it, means that Mr. Holland Birkett's [63513] premise "that the slip angle of a tyre under side load is markedly increased by the addition of torque, whether by drive or braking" is only half true, but the first conclusion he draws from it, that reduction of drive through the tyre reduces understeer tendency, is correct. His assumption that this results in oversteer is not necessarily correct. The remainder of his conclusions are therefore "builded on sand" and Mr. P. D. Richardson [63522] has already produced evidence to show what the behaviour of a Citroen on ice is really like. DONALD BASTOW.

Henley-in-Arden, Warwickshire.

THOSE TINY LIGHTS

Improvement Sorely Needed

[63617.]—May I offer my congratulations on your editorial "Inefficient Rear Lamps" in to-day's (July 24) Autocar? I drive approximately 25,000 miles per year and have frequently noticed the very low power and small diameter rear lamps fitted to slow moving commercial vehicles and to a number of pre-war cars. Quite often one tiny red glimmer from a single lamp is all there is to warn one of the presence of a 15 or 20 ton vehicle. In my opinion every passenger and commercial vehicle should have two rear lamps, of from one to two candle power each, preferably independently wired. KENNETH F. PEACOCK.

London, S.W.17.

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SPORTING ECONOMY

CHELTENHAM RALLY DECIDED ON M.P.G.

When competitors reached Llandudno at 4 a.m. they were greeted by members of the local council and the publicity manager, who had refreshments ready for them. Here are C. John and W. Palmer (Lea-Francis).

THE third annual Cheltenham Rally run last week-end took the form of a fuel consumption competition. This type of event has attracted surprisingly little attention in England in the past but 39 competitors started from Cheltenham on Friday night to cover a route of 490 miles which took them via Haverfordwest to Llandudno and then back to Cheltenham via Shrewsbury.

Fuel tanks were filled to the neck before starting and then sealed. Refuelling under supervision was permitted at Haverfordwest and Llandudno, only quantities in whole gallons being issued. On arrival back at Cheltenham on Saturday morning the seals were broken and the quantity of petrol required to fill the tank up to the previous mark was noted to the nearest one-twentieth of a gallon. Cars had to maintain an average speed of at least 30 m.p.h. but no penalties were imposed for early arrival at controls as unnecessary speed exacted its own penalty in higher fuel consumption. To make the competition suitable for ordinary private owners without special facilities, only standard cars with normal sized wheels and tyres were accepted and no shaving of tyre treads was allowed. As a further encouragement to practical cars with adequate body space the results were decided on a formula which took into account the seating area in the body. Finally, to ensure that tuning for economy had not been taken to a point where the performance became hopelessly restricted, two acceleration tests were held and the times recorded were taken into account in the formula on which results were calculated. Cars with four seats and over were arranged in classes according to price while sports cars and specials competed among themselves on a basis of engine size.

Averaged 62.6 m.p.g.

Within the framework of these restrictions some remarkable fuel economy performances were recorded. Lt. Col. Lucy, who won the event with a Renault 4c.v. saloon, covered the whole road section at an average of 62.6 m.p.g. and two other Renaults in his team, driven by private owners without previous competition experience, recorded 51.3 and 51.6 m.p.g. A Morris Minor tourer carefully prepared by the Readings brothers returned a figure of 57 m.p.g.

T. Beckingham, driving his ordinary business Vauxhall Wyvern saloon with no preparation other than a checking of tyre pressures and the replacement of a cracked carburettor casting, averaged 44.2 m.p.g. and another creditable figure was the average of 32.2 shown by N. J. Ebdon with a 1950 Humber Hawk saloon. Among the large cars, perhaps the most surprising performance was that of J. D. Sleeman, who arrived with a pre-war Mercury coupe and announced that he proposed to average 30 m.p.g. Few people believed him but when the figure was checked at the finish his average was 31.1.

In the acceleration tests several of the most economical cars recorded exceptional figures, thus demonstrating that performance had not been sacrificed unduly to economy. The first test was a top gear acceleration over a distance of 100 yards after a 25-yard start from rest and Joe Lowrey, who won the class for standard two- or three-seaters over 1,500 c.c., driving a Morgan Plus Four, went straight on from averaging 38.6 m.p.g. on the road section to tie for best time of the day in this test with A. S. Viall in an Allard in 6.8 sec. Next best time was 7.2 sec by G. A. Lewis in an H.R.G. which had averaged 37.7 m.p.g. The second test was a standing quarter-mile acceleration through the gears followed by a brake test with a penalty for crossing the final line. Once again Lowrey demonstrated the Morgan's combination of performance and economy by recording best time of the day in 21.2 sec. Next were two other class winners, C. John with a 1950 Lea-Francis who had averaged 32.9 m.p.g. and J. B. S. Brown (H.R.G.) whose consumption was 38.7. They showed times of 21.8 sec in the test, tieing with G. A. Lewis, also in an H.R.G. A third test was held merely to decide possible ties. This consisted of reversing out of a garage, driving round a figure-eight path and returning into the garage. The best performance was made by Brown on the H.R.G. in 19.6 sec, closely followed by E. D. Barnfield (1951 Hillman Minx) in 19.8 sec.

On Sunday morning a *concours d'élégance* was held on the promenade at Cheltenham. This attracted 35 well-turned-out cars ranging from the vintage Clement Bayard of the Readings brothers to a couple of 1951 Daimlers. The 1924 Austin Seven Chummy which won a class for O. Allen was immaculately presented in original condition, apart from repainting and renewal of the hood fabric. Several cars of the immediate pre-war era attracted well-deserved attention including the grey 1939 SS 100 shown by G. C. Wilshaw and the 1936 Riley saloon in black and ivory entered by J. Zillwood. Among the post-war cars was a 1952 Vauxhall Velox saloon making its first competition appearance in the hands of C. M. Bicknell.

THIRD ANNUAL CHELTENHAM RALLY PROVISIONAL RESULTS

Premier Award (for best performance on formula): Renault 4c.v. (Lt.-Col. C. J. H. Lucy), 62.6 m.p.g.

Class Awards: Production cars, four or more seats up to £465 post-war or £200 pre-war. Morris Minor, 1951 (J. M. Readings) 57 m.p.g. Cars as above, £466 -£950 post-war or £201 to £400 pre-war. Humber Hawk, 1950 (N. J. Ebdon), 32.2 m.p.g. Cars as above, £950 post-war or £400 pre-war. Daimler Consort, 1951 (C. M. Walker), 24.9 m.p.g. Standard two- or three-seaters or specials up to 1,500 c.c. H.R.G. (J. V. S. Brown), 38.7 m.p.g. Standard two- or three-seaters or specials up to 1,500 c.c., Morgan Plus Four (J. Lowrey), 38.6 m.p.g.

Best Cheltenham resident club member: Vauxhall Wyvern (T. Beckingham), 44.2 m.p.g.

Best Riley Car: 1950 1½-litre saloon (P. F. Green), 34.2 m.p.g.

Best Lady: 1946 Austin Eight (Miss M. Pearson), 36 m.p.g.

Best Fuel Consumption: Renault 4c.v. (Lt.-Col. C. J. H. Lucy), 62.6 m.p.g.

Team Award: Renault 4c.v. (Lt.-Col. C. J. H. Lucy, J. P. Higgins, Mrs. W. J. Bowles).

First Class Awards: 1951 Hillman Minx (E. D. Barnfield), 55.9 m.p.g. Jowett Javelin (Bob Foster), 36.7 m.p.g. Singer SM1500 (H. C. V. Mitchelmore), 30.9 m.p.g.

Concours d'Elégance: Class Winners: Austin Seven 1924 (O. Allan); Triumph Mayflower 1950 (P. D. James); Riley 1936 (J. Zillwood); Riley 1950 (P. F. Green); Jaguar SS100 1939 (G. C. Wilshaw); Daimler 2½-litre 1951 (C. M. Walker).

Best Ensemble, Lady and Car: Sunbeam-Talbot 1951 (Mrs. L. Ebdon).

Best Car pre-1938 under 16 h.p.: Riley 1936 (J. Zillwood).

Reserves: 1, Jaguar 3,442 (J. B. Swift); 2, M.G. 1,250 (L. Collen); 3, Jaguar 3,442 (D. Murray).

Promising Entry for T.T.

NOW that the closing date for entries for this year's Tourist Trophy Race, organized by the R.A.C. to take place on September 15, has passed, it is possible to assess the prospects for the event. Although the international competition is not as great as had been hoped, yet the presence of a D.B.-Panhard, a Simca Gordini and four Ferraris will mean that stern opposition will be offered to the British contigent.

The race will be run, as last year, over the Dundrod circuit in Northern Ireland, the lap distance of which is 7.416 miles; it is a handicap event, the cars being divided into classes based on engine capacity, those in the smaller classes receiving a number of credit laps and, where applicable, a time allowance, as compensation for their diminutive size. To quote the extremes, the Allards fitted with either Chrysler or Cadillac engines, which are, as it were, on scratch, have to complete 43 laps of the circuit, a total distance of 319 miles, while the D.B.-Panhard is called upon to complete only 35 laps, a distance of 260 miles.

Last year's winner, Stirling Moss, is driving a Jaguar again this year, and, as a result, must inevitably become a hot favourite, especially as this year he is driving the Type C, one of those belonging to the works team.

ENTRIES

Up to 1,100 c.c.: Panhard D.B. 747 (G. Truis).

1,101 to 1,500 c.c.: M.G. 1,250 (Ted Lund, R. W. Jacobs, G. E. Phillips, B. McCaldin, G. R. Hartwell); **Simca-Gordini 1,498** (Baron de Barry); **Jowett Jupiter 1,486** (T. C. Wise, H. L. Hadley, T. H. Wisdom, W. J. Skelly); **Cooper-M.G. 1,250** (J. G. Reece); **Lester-M.G. 1,467** (H. Lester, J. C. C. Mayers).

1,501 to 2,000 c.c.: Frazer Nash 1,971 (D. C. Pitt, E. Winterbottom, N. R. Culpan, D. A. Clarke, R. F. Peacock, F. R. Gerard); **Ferrari 1,995** (L. Chinetti); **Connaught 1,766** (W. J. E. Lee).

2,001 to 3,000 c.c.: Aston Martin 2,580 (E. Thompson, B. Shawe-Taylor, G. Abecassis, L. Macklin, P. Clark, J. Kelly); **Healey 2,443** (J. Buncombe), **Ferrari 2,562** (J. Lucas).

Over 3,000 c.c.: Jaguar 3,442 (S. Moss, P. D. O. Walker, T. G. Johnson, J. E. G. Fairman); **Allard-Chrysler 5,420** (S. H. Allard, T. L. Cole); **Allard-Cadillac 5,420** (P. J. Collins); **Allard-Ardun 3,917** (K. Watkins); **Ferrari 4,101** (E. R. Hall, W. R. Baird).

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Re-registering for £10 Tax

How much reconstruction work must be done on a car to enable one to re-register it as a "new" car and thus benefit from the £10 tax? If a car is re-registered on this basis will it be necessary to pay purchase tax on the work done, even if this has been done by oneself? *J. B. C.*
Oxford.

TO re-register a car for tax purposes it is necessary that the car should be "unidentifiable with anything previously registered," mere modifications not being enough. Purchase tax would be payable only on new materials used. You could see your local taxation authorities as interpretation of the regulation seems to vary a little from district to district.

When to Decoke?

I have a Ford Eight saloon which was fitted with a reconditioned engine two years ago. Since then it has done 1,900 miles. It has received very careful maintenance and shows no signs of needing decarbonizing. The car has good acceleration and does 40 miles per gallon. As the engine has not been decarbonized, I should like your advice on whether this should be carried out. I have had various opinions on the subject—some say "leave well alone"—others that decarbonizing should take place at specified intervals.
Birmingham, 34. *M. L. W.*

WE quite agree with the advice you have received: "Leave well alone." There is no reason whatever to remove the cylinder head if the car is going well. Decarbonizing is primarily intended to cure such faults as pinking and heavy petrol consumption, from which your car is not suffering.

Stiff Gear Box

I have a 1934 Morris Ten. When starting from cold I cannot engage a gear unless I previously prop out the clutch pedal with a wooden stick, engaging a gear and cranking sharply to break what appears to be an oil film on the clutch disc or pressure plate. It is then necessary to start up still with the clutch out. However, after a mile or two the clutch is perfectly all right and remains so as long as the engine is not left to get absolutely cold. In operation it neither slips nor is harsh. As you know, that model runs in oil, fed through the rear main bearing of the crankshaft. *J. B. L.*
Farnborough, Hampshire.

YOUR best plan would probably be to strip down and clean with petrol the complete clutch assembly, flush out the engine to make certain that no sludge is entering the clutch compartment, then reassemble the unit, and run the engine on the correct grade of oil.

Composite Clutch

I am having great difficulty with the clutch as fitted to my 1936 Austin Ten. I obtained a complete new clutch assembly and thought that all I had to do was assemble the unit to the flywheel. On doing this the clutch did not work at all. Examination showed that there was no clearance between the plates. Can you tell me how to get a working clearance?
Derby. *F. M.*

IN 1936 there were two types of clutch used on this particular car, one with friction lining material on both driving members of the clutch, the driven member being unlined. On the other, the driven member was lined, and the driving members were plain.

From your remarks it seems that you have a flywheel with friction lining material attached, in conjunction with the second type of clutch. Therefore you should remove the friction lining material from the flywheel, taking care to remove burrs from the rivet holes to prevent damage to the driven plate, and this should then give you the necessary clearance.

Car from Abroad

My wife is Dutch and my father-in-law in Holland wishes to make us a present of a new car of English make. Would I be allowed to bring it to this country?
E. T. W.
Ramsey, Huntingdonshire.

UNDER no circumstances can you import the car from Holland. A car may be brought permanently into this country from abroad only on a bona fide change of address, and the car must have been in your possession for six months (purchase tax and customs duty payable) or two years (no tax or duty payable).

Loss of Pressure

I have recently fitted myself new piston rings on my 1938 Morris Eight.

The oil pressure as shown on the gauge, however, is now very low. Can you offer any explanation and perhaps suggest how the makers' recommended pressure can be restored? *L. A. P.*
Coseley, Staffordshire.

NEW rings cannot affect the oil pressure one way or the other, so it seems you must have caused the loss of oil pressure by inaccurately assembling the big end bearings.

Declaring Alterations

I recently had a little trouble with the police because I had converted my cramped four-seater car to a two-seater and had not had the alteration in the registration book officially stamped. What alterations exactly must be reported to the licensing authority? *M. R. C.*
London, N.W.4.

A REGISTRATION book must be delivered to the licensing authority for alteration if changes to the car include any of the following: colour, seating capacity, type of body (tourer to saloon or van to car, for example) and—easily forgotten—substitution of engine. In the last case the new engine serial number must be entered. If the change affects the particulars on the vehicle licence this must be sent in with the registration book.

International Licence

I am going to Germany for my holiday this year and I intend to do some driving over there. Can you tell me what kind of licence I shall require and where I apply? *D. A. W.*
Birmingham, 26.

YOU will need an international driving licence, which is available from the R.A.C. or the A.A. for 10s 6d. You will have to send two passport photographs with the remittance and details of your current British licence.

Trials Cars

I have noticed that a large number of trials specials are powered by 1,172 c.c Ford engines which apparently perform extremely well.

I would be interested to learn what this unit "has" basically compared with more efficient o.h.v. units, all with similar capacities but developing more b.h.p. even in standard trim. *C. K. P.*
Dover Heights, Australia.

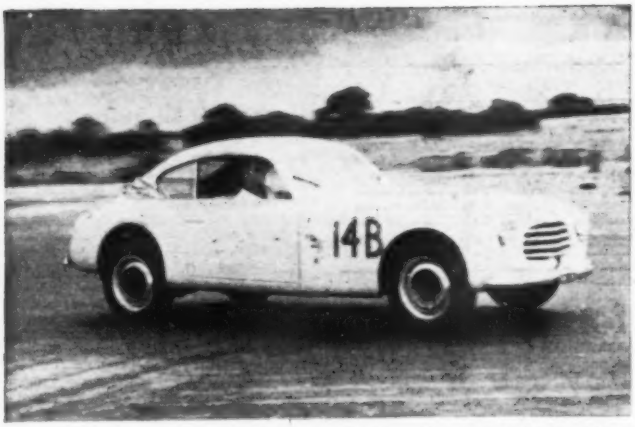
THE trials people get sufficient power from the Ford 1,172 c.c. engine, often by modifications or supercharging, but they couple this with an extra lightweight car with most of the weight over the oversize-tyred rear wheels.

This unit is used not so much for power output but because of its dependability, availability, simplicity and cheapness of repairs and replacements.

Pressure Loss

I have a 1939 Standard Nine which has recently been fitted with a reconditioned engine. In nine months I have run three big-ends and the fourth is on the way. I am told that the oil pump is faulty because the pressure is 160lb on starting from cold, falling to 15-20lb when hot. Is this so, do you think? *I. C. H.*
Wincanton, Somerset.

THE fact that there is such a large difference in oil pressure between cold and hot running conditions seems to indicate that the various bearing clearances are excessive rather than that the pump is at fault. But you could have the pump tested.



H. E. Magnani at Silverstone during the 750 M.C. Six-Hour race, in his beautiful post-war Lancia Aprilia. The independent rear suspension has been removed from this car, and a normal rear axle and half-elliptic springs substituted.

THE SPORT

Conducted by S. C. H. DAVIS and J. A. COOPER, A.M.I.Mech.E., M.S.A.E.

LAST Saturday's six-hour race certainly lived up to expectations, though what it would have been like had it rained all the time I shudder to think. In some ways I was reminded of "Sammy's" description of the 1921 200-mile race at Brooklands, which, as you may remember, was run as a great adventure by the then young and struggling Junior Car Club; among other things, S.C.H.D. stated that beforehand, the committee went round "shivering with apprehension, yet delighted with the idea," which state of mind may well have existed last Friday. But, joking apart, the 750 club deserve congratulations for undertaking the job and carrying it through so successfully; a large slice of these is due, of course, to Holland Birkett, of whose energy and enthusiasm there can be no question at all. The end of the race, incidentally, was enlivened by frantic broadcast appeals for "Mr. Birkett, please—he's got the flag with him" until he was eventually located standing on the finishing line (which was not where the time-keepers thought it was) patiently waiting for the signal to wave the aforementioned flag.

TOMORROW there are several good meetings; the time-honoured Brighton Speed Trials, with a total entry of 190 including most of the stars of the sprint world, the Sunbac Silverstone meeting, the Lancashire A. C. Davis Trophy trial, and the first meeting at the new Scottish airfield circuit at Turnberry, Ayrshire. This last, organized by the Scottish Sporting C.C., has received an excellent entry of 140 cars for its nine races, which include formula 3 and *formule libre* events.

On Sunday there are two events in Italy—or, rather, one in Italy and the other in Sicily—the Bari G.P. (in which Stirling Moss will drive a works-entered Ferrari, though of what type is not clear) and the revival of that famous event, the Targa Florio round the famous 62-mile Madonie mountainous circuit. In this island the Tenby M.C. hold another of their very successful hill-climb meetings at Lydstep.

THE Tour de France Automobile, which is an ambitious rally running right round France, starting and finishing at Nice and going via Luchon, Les Sables d'Olonne, Paris, La Baule, Trouville, Ostend, Vittel, Colmar and Geneva, commenced on Wednesday and will finish on September 12. Meanwhile there are various tests *en route*, such as a hill-climb at Luchon, a to-and-fro test at La Baule, a flying kilometre at Ostend, a standing start 5 kilometre acceleration test at Rheims, a two-lap race round a quarter-mile circuit at Geneva and a hill-climb at La Turbie. Phew!

The total entry is rather less than 200, and includes such well-known French drivers as Luigi Chinetti, Maurice Worms, Paul Vallee, Marc Angelvin and Jean Sandt. It is a pity, therefore, that there are only about a half dozen British entries; these include a works-entered Healey-Nash, Nigel Mann and "Mort" Morris-Goodall with a DB2 Aston Martin, F. Hewitt with a Frazer Nash and Roy Clarkson with his 2.3-litre Ferrari.

THE final Goodwood meeting, the international date on September 29, will this year include two sports car races and no 500 c.c. event. This does not, of course, mean that the B.A.R.C. is losing interest in the half-litre brigade—far from it—but it is felt that it is time that the sports car boys had a go during one of the big meetings, instead of being restricted to the members' only occasions. The success of this experiment will be watched with great interest, as both types of racing have their strong adherents; I agree with those who say that it is a pity to have no "five-hundreds" at all, but they have had plenty of opportunity to race this year (almost every weekend recently), and there simply isn't room in every meeting to include events for all types of car.

The main race on September 29 will be the formula 1 event for the *Daily Graphic* trophy; it remains to be seen whether the B.R.M. can appear there to repeat its success of last year in the equivalent event.

SPEAKING of the B.R.M., it has now been confirmed by Raymond Mays that two cars will go to Italy to compete in the Italian G.P. at Monza on September 16; one of them will be driven by Reg Parnell, but it is not yet known who will handle the other. Stirling Moss and Peter Walker are driving for the works team of Jaguars in the Tourist Trophy at Dundrod, which most irritatingly takes place the same weekend; this clash, incidentally, is the result of the postponement of the Italian race for a fortnight at the urgent request of the organizing club. It is therefore doubtful if either of them can get to Monza, although various tentative plans are being discussed. Stirling Moss has agreed to drive one of the B.R.M.s at Barcelona in the Spanish G.P. in October; but his plans for next year are *not* yet finally settled.

MONZA should be a terrific race, with full teams of Alfa Romeo and Ferrari (rumour says five of the former, four of the latter) as well as the B.R.M.s. Competition in the Grand Prix field is very healthy at the present moment!

COMING SHORTLY

SEPTEMBER 1.—Brighton and Hove M.C. International Speed Trials, Madeira Drive, Brighton, starting 9.30 a.m.
1.—Lancashire A.C. Davis Trophy Sporting Trial, starting from the Five-Barred Gate Hotel, Samlesbury, Lancashire, 1 p.m.
1.—Sunbac Race meeting, Silverstone; first race 1 p.m.
1.—Scottish S.C.C. Race meeting, Turnberry Aerodrome, Ayrshire, 2.30 p.m.
1.—Bristol M.C. and L.C.C. Hill-climb, Naish Hill.
1.—Riley M.C. & M.G.C.C. Gymkhana and Concours d'Elegance, Abingdon Works, Berkshire, 11 a.m.
2.—Targa Florio, Sicily.
2.—Bari G.P., Italy.
2.—Newcastle and District M.C. Rally, starting from the Kenton Bar Hotel, Ponteland Road, Newcastle-upon-Tyne, 10.30 a.m.
2.—Veteran C.C. (N.E. Section) Hull to Scarborough Rally, Ferensway, Hull, 10 a.m.
2.—Mid-Cheshire C.C. September Trial, starting from the White Barn Hotel, Cuddington, Cheshire, 11 a.m.
2.—Chiltern C.C. Amersham Concours d'Elegance, High Street, Amersham, Buckinghamshire, 2.15 p.m.
2.—Citroen C.C. Social run, starting from Wimbledon Common, 10 a.m. (open to members, prospective members and friends).
2.—Alvis O.C. Social rally for lunch, tea and a conducted tour of London Airport, starting Hanworth Park Hotel, Feltham, Middlesex, 11 a.m.
2.—Tenby M.C. Hill-climb, Lydstep.
2.—A.C. Owners' Club. Run for disabled ex-Servicemen.
8.—**Wakefield Trophy Race, Curragh, Co. Kildare, 3.45 p.m.**
8.—M.C.C. High speed reliability trials and races, Silverstone, 11 a.m.
8.—Yorkshire S.C.C. Race meeting, Croft Airport, Yorkshire, 2 p.m.
9.—**Bugatti O.C. Hill-climb, Prescott.**
9.—**Filipstad race, Sweden.**
9.—**Grenzlandring race, Germany.**
9.—Alvis Register. Driving tests, Abridge Airfield, Abridge, near Epping, 11 a.m.
9.—750 M.C. Driving tests, Redhill Aerodrome, Surrey, 11.30 a.m.
9.—Half-litre C.C. Members' car race meeting, Brands Hatch, near Farningham, Kent, 2 p.m.
9.—N. London Enthusiasts' C.C. Point-to-point, starting from the Hut Hotel, Wisley, Surrey, 10.30 a.m.
9.—Old Kings M.C. Rally, Kings College School, Southside, Wimbledon Common, London, S.W.19, 11 a.m.
9.—West Hants and Dorset C.C. Speed trial, Lytchett.

THE SPORT . . . . . continued

THE final Prescott hill-climb meeting, scheduled for the Sunday after next, September 9, should be most successful if the number of entries is anything to go by. Up to now about 120 entries have actually been approved, although the number of applications was considerably in excess of this figure; the sports car classes, especially, have attracted a better and more comprehensive selection of cars than ever before.

This will mean a long programme; the sports car classes will be started in the morning, and there should be plenty to see all day. The Bugatti O.C. are particularly anxious to make this event a success, as the financial position resulting from the last few Prescott meetings has not been too favourable. The weather, of course, has a lot to do with this side of the question; but the club have done all in their power to ensure a successful and interesting day.

CONGRATULATIONS to Monsieur Antony Noghès, organizer of the Monte Carlo Rally, of the Monaco G.P. and president of the A.C. de Monaco, on his promotion to Chevalier of the Légion d'Honneur for his work in connection with motoring sport. Nobody deserves such an honour more.

And congratulations (*en masse*) to Hans Holtrust, Dutch racing driver, who was married in London last week to actress Françoise Flore; to Charles Meisl, recently married to Hilary Firmin, and to Geoff Holt, trials and rally maestro, who will tomorrow marry Ann Gastrell.

Mr. and Mrs. Holtrust.

CORRECTION of error: in the Half-Litre Club's Silverstone meeting a fortnight ago the J.B.S., stated in our report to have been driven by F. Hobart, was actually handled by J. Coombs.

J. A. C.

CLUB NEWS

Alvis O.C. (Northern Section). The club's first main road trial will be run on September 16, covering a route of about 60 miles, with a scheduled average of approximately 24 m.p.h. The start will be from Church Lane, Whalley, Lancashire, at 2 p.m., the finish at the Stirk House Hotel, Gisburn, where dinner will be available from 6 p.m. Entries should be sent to A. Ellison, Rylstone, Earnsdale Avenue, Darwen, Lancashire. Invited clubs: Alvis Register, Bentley D.C. and the Lagonda Register.

Southsea M.C. Despite the wet weather at the Goodwood members' day sprint meeting on August 11, the event was successful enough for another to be organized on September 15, regulations for which will be published shortly.

Vintage S.C.C. Details of the Madresfield Rally (near Malvern, Worcestershire), which will be run on September 16, may be obtained from Mrs. M. Rowley, 112, Birmingham Road, Aldridge, Staffordshire.

Another hill-climb will be run at Prescott on September 23, in which there will be classes catering for unsupercharged sports cars, racing cars, and a class for supercharged sports cars of any capacity.

Cemian M.C. The President's Cup is an event for the ordinary car—a rally on good-class roads, finishing 40 miles from London at an aerodrome in Bedfordshire, where driving tests will be organized. It will be run on September 16. Entries to R. L. Sadler, 8, Beaumont Mews, Weymouth Street, London, W.1.

The R.A.C. have nominated the club's Knowland Trophy Trial to be run on Sunday, November 4, as one of the events counting towards the marking of the R.A.C. Trials Championship.

750 Motor Club. On September 9, at Redhill Aerodrome, in Surrey, the club will organize a series of driving tests, in which the following have been invited to compete: Hants and Berks., North-West London, Lancia, Lloyds, Cemian, Maidstone and Mid-Kent and Fiat 500. The results will be based on the total times made by competitors during the tests; five seconds will be added for every pylon touched, and any competitor unable to complete a test as required will be given the slowest time made in that test plus five seconds. The L. M Ballamy Broadboard Trophy will be awarded to the club whose first three competing members return the lowest aggregate time. The tests—consisting of reversing, driving and other manœuvres—will be announced at the meeting. Entries to A. W. Butler, 1, Hawkhurst Way, West Wickham, Kent.

Chiltern C.C. This Sunday, September 2, the High Street of Old Amersham will be busy with motor cars competing in the *concours d'élégance*, for which over 50 entries have been received. Judging of the competition will start at 2.15 p.m. Notable entry is that of Ken Hutchison's new 4.6-litre Bentley; others are a 1912 Humber entered by D. Denne, W. M. Couper's 4½-litre Bentley, S. E. Sears' Rolls-Royce and Donald Monro's 4½-litre Invicta.

Taunton M.C. The Mullins Cup Trial, which will be of a super-sporting nature, will be run on Sunday, September 9, starting from the Carew Arms Hotel, Crowcombe, at 2 p.m. The course will be less than 20 miles long. Entries should be posted to L. J. Tolman, 4, East Reach Hill, Taunton, Somerset, before September 7.

Gosport A.C. The Cox Challenge Cup, for the best performance in the club's annual rally, on August 12, went to B. Blundell, driving an M.G. TD. First-class awards: Morris (G. V. Coles), Jaguar XK120 (A. D. Gill).

Regulations for the closed speed trials on the Flight Test Road, R.N.A.R.Y., Fleetlands, Gosport, on September 16, have now been published and there will be classes catering for closed cars, sports and racing cars, of all capacities. Competing cars will be run individually from a standing start. Entries close on September 8, and should be sent to A. A. Ards, 6, Testcombe Road, Alverstoke, Gosport, Hampshire.

North London Enthusiasts' C.C. Details of the point-to-point rally on September 9 may be obtained from Mrs. A. C. Hobbs, 38, Liddell Gardens, Kensal Rise, London, N.W.10.

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SILVERSTONE and FRAZER-NASH

With the probability of the Silverstone Circuit becoming like Brooklands and Donnington only a memory, it may be of interest to comment on the lap time of 1 min. 58 secs. (88.13 m.p.h.) achieved by E. J. Newton, on two occasions, in his 2-litre fully equipped Le Mans Replica Frazer-Nash in the 1951 Production Car Races over the full Grand Prix circuit—more particularly as compared with the lap speeds (vide "Auto Course") of racing cars the same day.

E. J. Newton made the Fastest Lap of the Day, irrespective of capacity, in an entry of 58 cars, including the best known sports models many of which were works-entered and driven. His time was faster—in some cases by several seconds—than the fastest laps by drivers of single-seater racing cars (mostly supercharged) including Delage, Maseratis, Altas, E.R.A.s, H.W.M.s and Talbots, in the two heats of the International Trophy Race. The Frazer-Nash also equalled the fastest lap of Claes (Talbot), Etancelin (Talbot) and Moss (H.W.M.).

T. A. D. Crook and F. R. Gerard on 2-litre Frazer-Nashes both achieved laps in 2 mins. equalled of the entire entry only by Stirling Moss on 3½-litre Jaguar.

In the 1949 Production Car Race N. R. Culpan (Frazer-Nash) won the up to 2½-litre category, was 3rd in General Classification, and also made the Fastest Lap of the Day, irrespective of capacity. In 1950, Frazer-Nash owners were placed 3rd, 4th and 5th in the General Classification, being the first English cars to finish, and equalled the fastest laps made by cars in the Unlimited category.

The average speeds of the winning Frazer-Nashes in Division I (83.63, 83.61 and 83.58 m.p.h.) were all markedly higher than the 13 cars in the 2,001-3,000 c.c. Class, and all but the first two (84.50 and 83.65 m.p.h.) of the 16 cars in the over 3,000 c.c. Class.

FRAZER-NASH CARS
ISLEWORTH, MIDDLESEX

CLUB NEWS . . . . . continued

North London Enthusiasts' C.C. Starting from the Hut Hotel, Wisley, Surrey, a point-to-point rally will be run over some 90 miles of road in Ordnance Survey Sheet 169, on Sunday, September 9. Tea will be served at the Hut Hotel, where the event will finish. Entries to Mrs. Joyce Hobbs, 38, Liddell Gardens, London, N.W.10.

North-West London M.C. Entries close at midnight to-night (August 31) for the London Rally, to be run on September 14 and 15, in which members of the B.A.R.C., Bugatti, Bristol, M.C.C., M.G., and Sheffield and Hallamshire clubs have been invited to compete. The 500-mile route will start from the Berkeley Arms, Bath Road, Cranford, Middlesex. Organizer of the event is A. G. Imhof whose honorary secretary of the meeting is Mrs. Nina Imhof, Robin Hill, Coombe Hill Road, Kingston-on-Thames, Surrey, to whom all entries should be addressed.

Veteran C.C. (N.E. Section). The Hull to Scarborough Rally for Veteran and Edwardian cars will be run on Sunday, September 2, but on the previous day drivers and their crews will be entertained to a cocktail party at the Centre Club, the New York Hotel, Anlaby Road, Hull, before the big effort. On Sunday the Marine Drive, Scarborough, will be the venue of the *concours d'elegance*, in which competitors will show their cars upon arrival.

IN BRIEF

On September 16, Lord Nuffield is to receive the Freedom of Droitwich.

The name of the firm of Herbert Anderson, Southgate, Pontefract, Yorkshire, has been changed to Anderson's Southgate Garage, Ltd.

Cordiners Garage, Ltd., Menzies Road, Aberdeen, have been appointed stockists of Armstrong spring dampers for the counties of Aberdeen and Kincardine.

A plaque was recently presented to Mr. A. G. G. Marshall, managing director of Marshalls (Cambridge), Ltd., by Mr. C. S. Buckley, sales manager of the Austin company, to commemorate the firm's 25 years of Austin distribution.

A special exhibition of caravans is at present taking place at the showrooms of the Eastern Motor Co., Ltd., 52, George Street, Edinburgh, 2. Many of the current models of the best known makers are on view.

The No Risk Car Service, Ltd., and Pri-Tax, Ltd., have now been re-organized under the name of Associated Carways, Ltd., 31, Norfolk Place, London, W.2. Mr. J. Y. McWilliam is manager of the self-drive department, and Mr. J. Daly of the chauffeur-driven department.

C. C. Wakefield and Co., Ltd., makers of Castrol lubricants, have added a lubrication chart for the Triumph Mayflower to their very extensive chart library. Copies of charts for most cars, now including the Mayflower, are available without charge from the company at 46, Grosvenor Street, London, W.1.

The Laystall Engineering Co., Ltd., has been forced to increase the prices of Cromard chromium plated steel cylinder liners. The new retail prices vary from £1 16s each for a Ford Anglia to £2 19s each for an Austin A.90 or A.125.

A new depot has been opened by the Firestone Tyre and Rubber Co., Ltd., at 131, Carlisle Street, Sheffield, 4. The telephone number is Sheffield 20675. Stock and facilities for south Yorkshire will be provided.

The Standard and Triumph service week which was to have been held from September 3 by Steele Griffiths and Co., Ltd., 295, Camberwell New Road, London, S.E.5, is postponed until November 26.

The engine and gear oils used by Lt.-Col. Goldie Gardner on his recent record-breaking runs at Utah, U.S.A., were made by Alexander Duckham and Co., Ltd.

INFORMATION SOUGHT

Correspondence, addressed c/o *The Autocar*, can be forwarded on behalf of readers seeking the following information and handbooks:—

No. 15983. Back Number Required
"P.K.W."—*The Autocar* for June 8, 1951.

No. 15984. Bond Minicar
"J.A.P."—Details of performance, capability on hills with three adults up, and any other information.

No. 15985. 1939 Atalanta
"R.C.W."—All possible experiences and information, also a handbook.

No. 15986. 1939 Riley Twelve
"R.W.D."—Maintenance and tuning data; also a handbook.

No. 15987. 1937 14-56 h.p. Wolseley
"D.S.P."—Information on maintenance, also a handbook.

No. 15988. 1934 Hillman Minx
"P.B."—All possible information and a handbook.

No. 15989. 1937 Opel Cadet
"D.E.P."—Advice and experiences of fitting a Ford Ten or other type of engine.

No. 15990. 1938-39 Fiat 500
"S.G.H.B."—Maintenance data, general hints and tips, and experiences as to reliability.

No. 15991. 1931 M-type M.G. Midget
"C.C.J."—All possible information and handbook.

No. 15992. 1933 Harris Leon Laisne
"J.F.Y."—Experiences, all possible details, hints and tips on maintenance for Standard twelve-six-engined model.

No. 15993. 1929-31 18.2 h.p. Delage.
"A.J.T." (Australia).—Performance details, maintenance hints and a handbook.

No. 15994. 1946-8 Wolseley Eight
"A.V.J.H."—Any information and literature.

No. 15995. 1939 Wolseley Fourteen
"J.H.C."—All possible information and a handbook.

No. 15996. 1934 Riley Nine
"C.Q.H."—Hints and tips on maintenance of twin carburettor model; also a handbook.

No. 15997. 1935-36 Talbot 75
"D.J.G."—All possible information and a handbook.

No. 15998. 1936 Wolseley Hornet
"J.F.P."—Any available information and a handbook.

No. 15999. Handbooks Required
"C.T."—1933 Austin Fourteen-Six.
"H.R."—1936 Vauxhall Fourteen.
"W.E.G."—1933 Lanchester Ten.
"A.G.N."—1934 Singer Nine Sports.
"R.G.S."—1930 Singer Eight.
"L.A.P."—1936 Wolseley Ten.
"W.A.K."—1938 Morris Ten.
"K.J.M."—1934 13 h.p. Singer Sports, two-carburettor model.
"F.G."—1936 Flying Standard Twelve.
"C.A.W."—1938 Morris Eight.
"J.V.B."—1938 Rover Fourteen.
"R.W." (Australia).—1931-32 o.h.v. Morris Minor workshop manual, not handbook.
"G.J.F."—1934-35 Morris Ten.
"G.H."—1936-37 2-litre M.G.
"M.A.H."—1934 Singer Nine; also a wiring diagram.
"P.J.C."—1938 Talbot Ten.
"E.G."—1936 Riley Nine Kestrel.

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with his MG regains world speed records★

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ONE HOUR

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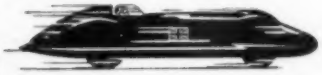

203.9 m.p.h.
FLYING MILE

200.6 m.p.h.
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Subject to official confirmation.

Lt.-Col. "Goldie" Gardner also achieved the following records :—

STANDING START
★ 50 KMS . 127.8 M.P.H.
★ 50 MILES 130.6 M.P.H.
★ 100 KMS . 132 M.P.H.
★ 100 MILES 135.1 M.P.H.
★ 200 KMS · 136.6 M.P.H.

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IN HIS M.G. CAR

USING **LODGE** PLUGS

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50 miles	130.6 m.p.h.	200 kms	136.7 m.p.h.
100 kms	132.0 m.p.h.	1 hour	137.4 m.p.h.

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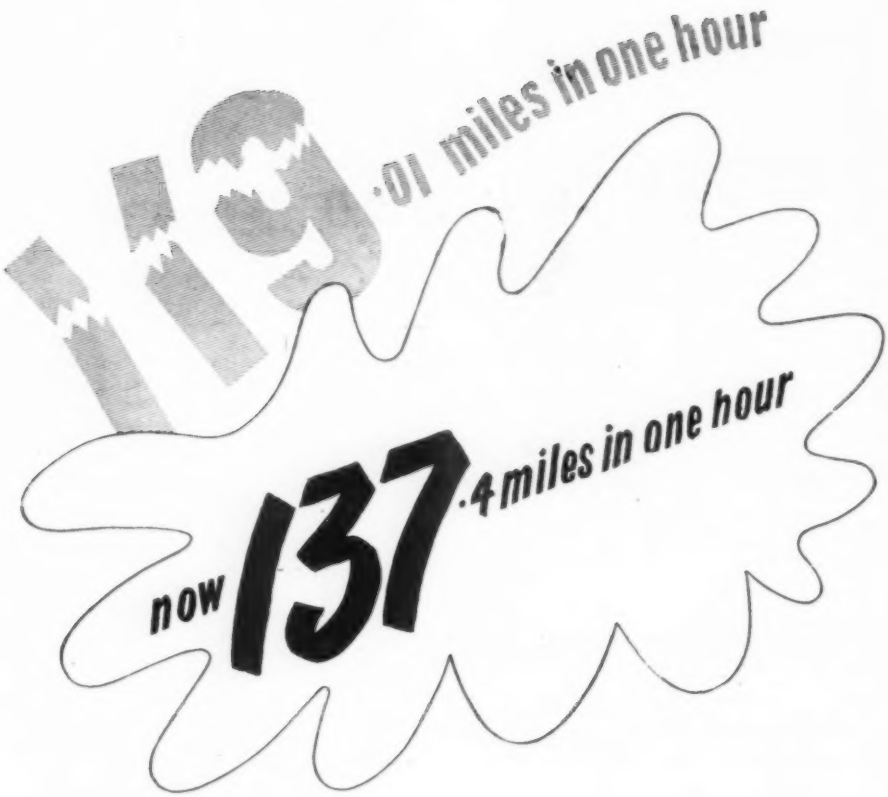

Lt. Col. A. T. Goldie-Gardner driving his 1250 c.c. M.G. broke the Class F International record by covering 137.4 miles in one hour at Wendover, Salt Flat, Utah. 15 other records were also broken using

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INTERNATIONAL CLASS 'F' RECORDS

at Salt Flats, UTAH, U.S.A., on August 20th, 1951

(Subject to Official Confirmation)

IH 159

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in his T.D. engined

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Lt. Colonel A. T. Goldie Gardner

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50 miles, 130.6 m.p.h.
100 kilometres, 132.0 m.p.h.
100 miles, 135.1 m.p.h.
200 kilometres, 136.7 m.p.h.
One hour, 137.4 m.p.h.

(Subject to official confirmation).

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Records by 'Goldie' Gardner

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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

IMPORTANT NOTICE

Only cars which are not subject to the B.M.T.A. Covenant or other similar restrictions may be advertised, and submission of an advertisement is an implied acceptance of this condition.

A.C.

GLANFIELD LAWRENCE offer:—

1938 one owner 16/80 A.C. 2-seater sports roadster, 21,000 miles only, absolutely in 100% mechanical and original condition, over 20mpg with scintillating performance; £725.—407, High Rd., N.12. Finchley 0091. [2299

CHARLES FOLLETT, Ltd., offer:—

1950 A.C. 5-seater, blue, beige leather, 1 owner, 12,000 miles, an extremely attractive car; £1,595.

18, Berkeley St., W.1. May. 6266.

SERVICE, works and stores: Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936-8. [3065

1936 A.C. coupe, resprayed, mechanically excellent, fast and reliable; £325.

TANKARD & SMITH, Ltd., 226-232, High Road, South Tottenham, N.15. Tel. Sta. 3291. [3077

1948 A.C. 2-litre sports saloon, bottle green, beige leather upholstery, recorded mileage 18,000, in excellent condition.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [2261

A.C. saloon 1937, recent engine reconditioning and complete mechanical overhaul; best offer over £250 c.—Warrick, Appletrees, Osmington, Dorset. [5445

195 gns.—A.C. Ace, 1936, 16/60hp Greyhound sports saloon, black, sliding head, red leather, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [3299

A.C. Spares and Service

CENTRAL MOTORS (BURNLEY), Ltd. A.C. Distributors.—Sales and service; comprehensive stock of spares.—Tel. 3369. [4626

ALFA-ROMEO

BARTLETT.—Alfa-Romeo, finest selection available; we are always interested buyers.—27a, Pembridge Villas, W.11. [3118

1933 1750 supercharged 1½-litre Alfa-Romeo almost completely rebuilt, in absolutely immaculate condition.

HUNGERFORD MOTORS, Ltd., 201-3, Upper Richmond Rd., S.W.15. Putney 0222 and 3360. [2993

Alfa-Romeo Cars Wanted

ROWLAND SMITH'S, the Alfa-Romeo buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

CHIPSTEAD MOTORS, Ltd., Onslow Garage, 197, Fulham Rd., Kensington, S.W.3, are keen buyers of late models. Flaxman 0062. [9312

Alfa-Romeo Spares and Service

THOMSON & TAYLOR (BROOKLANDS), Ltd.—Spares and service for Alfa-Romeo cars.—Brooklands Track, Weybridge. Byfleet 520. [0124

BEVERLEY MOTORS (proprietor N. H. Mann), Coombe Rd., New Malden, Surrey, are now producing special coachwork on Alfa-Romeo chassis to customers' requirements; examples will be found in our showrooms.—Tel. Malden 4405. [9531

ALLARD

WARWICK WRIGHT, Ltd., offer:—

1950 Allard V.8 saloon, metallic green, brown leather, 6,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [2289

POTTER RICHARDS & CARR offer:—

DROP head coupe, recently fitted Mercury engine, radio, recellulosed, twin spot lights, new mohair hood, brakes relined, transmission and steering overhauled; £825.

ALSO fixed head coupe and 1948 saloon.

KENSINGTON 6955, or letters only to Richards, 62, Princes Gate Mews, S.W.7. [3545

DAGENHAM MOTORS, Ltd., offer the following cars:—

1951 (B.M.T.A. consent) Allard K.2 sports 2-seater, blue, blue hide, 4,300 miles.

1948 Allard Special 2-door saloon, grey, completely reconditioned.

56, Park Lane, W.1. Regent 4866, and 374, Ealing Rd., Alperton, Middx. Perivale 3388. [3633

EX-DEMONSTRATION saloon, in perfect condition.—Adlards Motors Ltd., 24, Clapham High St., S.W.4. Macaulay 2431. [9114

ALLARD

1950 (August) J2 Allard, green, 2,000 miles guaranteed, windscreen and hood; sacrifice £1,050.

ALLARD Distributors. New Central Garage, Ltd., Cartuther Works, Liskeard 3121, Cornwall. [2776

1948 Allard saloon, green with grey leather uphol., extras; £865.—Tel. 36737. Penn Garage (Wolverhampton), Ltd., Penn Terminus, Wolverhampton. [3061

ALLARD foursome drop head coupe, Sept., '49, low mileage, reconditioned throughout, grey cellulose with grey leather, in showroom condition; £950.—Slo. 5371. [1825

BARTLETT.—Allard 1951 Standard saloon, latest type coil suspension, radio, heater, 6,000 miles, as new, B.M.T.A. permission to sell, bargain price.—27a, Pembridge Villas, W.11. [3119

ALLARD foursome drop head coupe, Sept. 1949, low mileage, reconditioned throughout, grey cellulose with grey leather upholstery, in showroom condition; £950.—Sloane 5371. [1583

ALLARD 1948 30hp blue occasional 3-seater tourer, 10,000 miles, one owner serviced, excellent condition; seen London from August 26, £975 or nearest offer.—Tel. Mayfair 7357. [2116

Allard Cars Wanted

BARTLETT, the Allard buyers.—27a, Pembridge Villas, W.11. Bayswater 0523. [3126

POTTER, RICHARDS & CARR will buy your Allard.—Kensington 6955, or letters only to Richards, 62, Princes Gate Mews, S.W.7. [5453

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Allard Spares and Service

BRISTOL STREET MOTORS, Ltd.

MAIN Ford Dealers, 164-182, Bristol St., Birmingham 5 (Tel. Midland 5861), for new and used Allards' spares and service; distributors for Warwickshire, Worcestershire, Staffordshire and Northamptonshire; trade enquiries invited. [0109

ADLARD'S MOTORS, Ltd., for all Allard spares.—43-45, Acre Lane, London, S.W.2. Brixton 6451.

ALLARD MOTOR Co., Ltd., Service Dept., 51, Upper Richmond Rd., London, S.W.15. Tel. Vandyke 2333.

ENCON COACHWORKS, of Fulham, 9, Eatcourt Rd., London, S.W.6. Tel. Fulham 4021.—Specialists in Allard body repairs, body fittings for all models in stock, makers of Allard J.2, K.2 and tourer bodies. [0467

ALVIS

BROOKLANDS for individuality.

ALVIS Distributors; new 3-litre model for demonstration.

ALVIS 14hp cars from 1947, all approved by makers, from £1,050.

1950 Alvis 14hp saloon, black, small mileage.

1949 Alvis 14hp saloon, 14,000 miles, choice of two.

1949 Alvis 14hp drop head 4-seater coupe, grey small mileage.

1948 Alvis 14hp saloon, black, small mileage.

1948 Alvis 14hp Tickford coupe, grey.

1948 Alvis 14hp utility, special interior finish.

1947 Alvis 14hp standard coupe, green.

BUY or sell your car at

103, New Bond St., London, W.1. Mayfair 8351/6. [2334

SAUL & SLATTER, Ltd., offer:—

1949 Alvis 14hp saloon, black, 14,000 miles in excellent condition; £1,750.

44-46, Aldermans Hill, N.13. Tel. Pal. Grn. 1205/7173. [3234

CHIPSTEAD MOTORS, Ltd., offer:—

ALVIS 4.3 sports saloon, very late 1938 model, one owner, terrific performance, one-shot lubrication, jacks, P.100 lamps, pass lamps, defrosters, etc.

SPEED Twenty-Five Alvis sports saloon, late 1939, completely reconditioned engine unit and clutch, radio, fitted jacks, one shot lubrication, Luvax ride control, pass lamps, etc., showroom condition throughout.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [9055

GUY SALMON AUTOMOBILES, Ltd., offer:—

1947 Alvis 14 saloon, completely reconditioned and refinished, immaculate condition; £1,195.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [2305

GORDON CARS (LONDON), Ltd.—1950 Alvis 14hp saloon, maroon.—Below.

GORDON CARS (LONDON), Ltd.—1949 Alvis 14hp saloon, black.—Below.

GORDON CARS (LONDON), Ltd.—1949 Alvis 14hp coupe, grey.

GORDON House, 375, Euston Rd., London, N.W.1. Euston 6611. [3087

ALVIS Speed 20 sports saloon, new tyres and batteries, good condition; £245 quick sale.—Box 3753. [3646

£160.—Alvis 12/50 TJ 1931 4-seater tourer, reconditioned engine.—"The Fields," Weeley Heath, Essex. [2392

ALVIS 14hp grey saloon, red leather upholstery, June 1950, 8,000 miles, as new.—Fielding, Pinewood Rd., Ashley Heath, Market Drayton, Shropshire. [2745

1938 Alvis 12/70 de luxe saloon, black, with green leather upholstery, an exceptional car, mechanically of a very high standard; £595.—Tel. Pad. 3075. [3596

1935 Alvis Vanden Plas Speed 20 tourer, in most exceptional condition having had large amount of money spent mechanically and coachwork; £450.

JOHN WILSON AUTOS, Ltd., Sanderstead Rd., South Croydon. Sanderstead 4260. [9503

1950 Alvis, July, special sports 2-seater, cream with red leather upholstery, 4,775 miles, a most outstanding car.—Stocksbridge Motor Co., near Sheffield. Stocksbridge 2157. [2747

1938 Alvis 17hp Silver Crest saloon, dual grey with grey hide; 1 owner and chauffeur maintained since new; the car has covered a nominal mileage and is in exceptional condition throughout; £595.

H. A. SAUNDERS, Ltd., Austin House, Castle St., Worcester. Tel. 2368. [2899

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ALVIS

WALTER SCOTT, Ltd.—1938 Alvis Silver Crest saloon, dark blue, brown hide, excellent condition; bargain £395.—39, College Crescent, Hampstead, N.W.3 (Finchley Road Tube). Pri. 5914. [2976

BRUTONS, Ltd.—1937 (July) Alvis Speed 25 black saloon, excellent condition, £250 Alvis recent overhaul, tyres as new, wireless, taxed, £650.—13-14, Osten Mews, Emperor's Gate, S.W.7. Western 1242. [2063

1938 Alvis 12-70 saloon, metallic grey, maker's reconditioned engine fitted 1949, new shock absorbers, brakes relined April, 1951, four almost new tyres, £575.—Barton, 13, Cecil Avenue, Gillingham, Kent. [3157

CAMDEN MOTORS.—Alvis Fourteen saloon, July, 1947, immaculately finished in black with fawn leather interior, a careful and sparingly used one-owner vehicle with a particularly satisfying but economical performance; absolutely first-class value at the price, £1,125.

CAMDEN MOTORS.—Alvis 12/70 foursome drop head coupe 1939, beautiful appearance and richly celluloed in deep maroon with leather interior to tone, extras include Lucas pass-lights, dual windtone horns, etc., very attractively priced, £675.

CAMDEN MOTORS.—Alvis 12/70 May, 1939 4-door sports saloon, considered by many to be one of the finest models ever produced by Messrs Alvis; modern looking and with the attractive lines and appearance very similar to the post-war series; fast and economical, £595.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines); write for our post-free catalogue of 400 cars; hire-purchase, part-exchanges, fares refunded in full to purchasers from any part of the country; free delivery anywhere in the United Kingdom; showrooms open till 8 p.m., Monday to Saturday. [3187

ALTON GARAGE, The Alvis People, offer a further selection of pre-war models from their large stock: £525 12/70 1938 sports saloon, metallic grey, £395 type S.C. speed 20 special close coupled sports saloon, fine mechanically; £325 12hp Firefly sports saloon, grey, appearance as new; many other Alvis cars are available and every assistance offered for unhurried examination, we are glad to arrange easy terms and insurance at once and we are open six days a week to welcome callers.—Alton Garage, 17/18 Brook Mews North, Craven Rd., W.2. Pad. 3952. [3241

Alvis Cars Wanted

R

ROWLAND SMITH'S, the Alvis buyers.—Hampstead High St. (Hampstead Tube). Ham 6041. [0914

DICKS

THE Alvis buyers.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [1286

1949-50 Alvis; please give particulars and price.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [0494

CASH immediately for good Alvis.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [3220

S. F. ERSKINE & SONS, Alvis distributors of Woking, invite details of late models for disposal.—Woking 330. [0697

CHARLES FOLLETT, Ltd., buy good late model cars.—18, Berkeley St., W.1. May 6266. Service Works and Stores: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0530

Alvis Spares and Service

SERVICE and spares for Alvis cars.

ALVIS, Ltd. Service Station, 832 Finchley Rd., London, N.W.11. Tel. Speedwell 6762-3-4. 'Grams: Alviscar Golf, London.

AND at Alvis, Ltd., Service Station, Holyhead Rd., Coventry. Tel. 5501. 'Grams: Alvis, Coventry.

CHARLES FOLLETT, Ltd., Alvis specialists.

SHOWROOMS: 18, Berkeley St., W.1. May 6266.

SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0591

KINGSTON-ON-THAMES.—Sales, Service and Spares.—G. W. Wilkin, Ltd., Weston Park, and 94, Eden St., Kingston. 2241. [0878

ALVIS repairers and spares specialists.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [0653

AMERICAN CARS

CAMDEN MOTORS offer the following post-war American cars, all guaranteed in writing:—

1946 Buick Special 8, 6-seater saloon, Series 40, first registered March, 1948.

1949 Buick Dynaflow Roadmaster 6-seater saloon, equipped with latest type Hydramatic drive.

1949 Buick Super 8, 6-seater saloon with the Dynaflash Fireball engine.

1949 Chevrolet Fleetline 6-seater saloon, full de luxe model GK. Six.

1947 Chrysler Windsor 6-seater 4-door touring saloon de luxe.

1949 Ford V.8 Custom 6-seater saloon, model 98BA, equipped with special overdrive.

1949 Ford V.8 Custom 6-seater drop head coupe, with overdrive and electrically operated hood.

1947 Ford V.8 (American) 6-seater saloon, right-hand drive model, radio and heater.

1948 Oldsmobile Dynamic 6-seater saloon with latest type hydramatic drive.

1947 Pontiac Streamliner 6-seater saloon, right-hand drive model, series MB6.

1948 Pontiac Streamliner 8, series PB, 6-seater saloon, full de luxe model.

1948 Studebaker Champion 6-seater saloon, equipped with special overdrive.

FOR details of above see under respective classifications or tel. or write to:—

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for our post free catalogue of 400 cars; hire purchase, part exchanges, fares refunded in full to purchasers from any part of the country; free delivery anywhere in the United Kingdom; showrooms open till 8 p.m. Monday to Saturday. [3194

FORD Customs, 1950, black, taxed year, faultless condition; £1,850.—Potter, Richards & Carr, Kensington 6955, or letter only to Richards, 62, Princes Gate Mews, S.W.7. [1341

AMERICAN CARS

SIMPSON'S MOTORS offer:—

1947 Buick 4-door saloon, heater and seat covers.

1949 Chevrolet 2-door saloon, fitted with radio and seat covers.

1949 Chevrolet convertible, electrically operated hood, radio, heater, Bedford cord and leather upholstery, low mileage, first-class condition.

1951 Chevrolet 4-door saloon, heater and seat covers, perfect condition.

1949 Ford Customs convertible, electrically operated hood, fitted with overdrive, heater, seat covers, blinker system.

1949 Ford Customs saloon, fitted with extras.

1947-8 Plymouth saloon, fitted with radio and heater, American seat covers.

1949 Plymouth 4-door saloon, heater, seat covers, immaculate car, left-hand drive, colour dark blue.

1950 (first registered) 1948-9 model Studebaker Commander convertible, fitted with overdrive and heater, low mileage.

1950 Studebaker Champion fitted with accessories.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), Wembley 8691-2. [2985

American Cars Wanted

DICKS

THE American car buyers.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [1284

ARMSTRONG SIDDELEY

P & J

PASS & JOYCE, Ltd., offer:—

1950 Armstrong Siddeley 18hp Whitley saloon, one owner, immaculate.—184, Gt. Portland St., W.1. Museum 1001. [2016

CAR MART, Ltd.,

LONDON distributors.

1948 Armstrong Siddeley Hurricane drop head coupe, radio, heater, 19,000 miles; £1,125.

CAR MART, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [3606

BOON & PORTER, Ltd.

1949 Lancaster saloon, beige, mileage 29,000, one owner, £1,175.

CASTELNAU, S.W.13 (by Hammersmith Bridge). Riverside 4444. [2915

GUY SALMON AUTOMOBILES, Ltd., offer:—

1950 (July) Armstrong Siddeley Lancaster, 8,000 miles; £1,950; also 1947 Typhoon; £995.

1946 Armstrong Siddeley Hurricane drop head coupe, fitted with reconditioned engine (not run in); £895.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [1624

ACLAND & TABOR, Ltd., Welwyn 481, offer with three months' guarantee:

1938 Armstrong Siddeley special 30hp saloon, grey and blue, exceptional order; £475. [3427

GORDON CARS (LONDON), Ltd.—1950 Armstrong Hurricane coupe, black.—Below.

GORDON CARS (LONDON), Ltd.—1947 Armstrong Lancaster saloon, black.—Below.

GORDON CARS (LONDON), Ltd.—1947 Armstrong Hurricane coupe, blue.

GORDON House, 373, Euston Rd., London, N.W.1. Euston 6611. [3090

1949 (model) Armstrong Siddeley Lancaster 4-door saloon, black, brown leather, heater, 15,000 miles only.

RIPCO, Ltd., 16, Albemarle St., Mayfair, W.1. Regent 2952-3-4. [3419

GATEHOUSE offer 1938 Armstrong Siddeley saloon; £435.—Gatehouse Motors, Ltd., Highgate Village, N.6. Mou. 4444. [2983

1950 Armstrong Siddeley Hurricane coupe, Langham green with green leather upholstery, recorded mileage 7,000.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [2262

ARMSTRONG saloon 12hp 6-cyl., pre-sel., excellent condition, taxed, insured, £140 o.n.o.—Renown 2168 after 6 p.m. or week-ends. [3463

1947 Armstrong Lancaster; £895.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [2936

£200—Armstrong Siddeley 20hp 1938 model saloon, chauffeur kept, excellent condition; consider terms or exchange small car.—7, Radcliffe Rd., Croydon 1503. [3014

1947 Hurricane, 20,000 miles only, black, red leather, as new, scrupulously maintained, £1,050.—4, Longdown Lodge, Sandhurst, Camberley, Surrey. Crowthorne 2519. [2752

HURRICANE 1946 Armstrong Siddeley, in black with red leather upholstery, carefully driven by doctor, £795.—R. C. Wimbush, Ltd., 312, Earl's Court Rd., S.W.5. Fremantle 8401.

1948 Armstrong Siddeley Hurricane coupe, first registered 8-9-48, finished in beige with brown leather upholstery, one private owner, genuine mileage 10,000, in first-class condition throughout.

ARTHUR MULLINER, Ltd., Bridge St., Northampton. Tel. 907. [3008

1946 Armstrong Siddeley Lancaster saloon, first registered 27-8-46, one private owner, finished in black with beige leather upholstery, genuine mileage 21,000, in first-class condition throughout.

ARTHUR MULLINER, Ltd., Bridge St., Northampton. Tel. 907. [3007

1948 Armstrong Hurricane coupe, fitted special Tickford head, blue brown leather, radio, heater, wheel guards, etc., 16,000 miles.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [2830

1947 Armstrong Siddeley Typhoon saloon, 24,000 miles, colour maroon, spotlight, heater, loose covers, immaculate condition, taxed year; £985.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [2327

1947 Armstrong Lancaster saloon, black, brown leather, heater, loose covers, synchromesh gears, one fastidious owner, an immaculate car; £1,175 or offer.—Banstead Road Garage, Ltd., Carshalton Beeches, Surrey. Vigilant 3341. [3532

ARMSTRONG SIDDELEY

1948 (Oct.) Armstrong Hurricane drop head coupe, black, 12,000 miles; chauffeur maintained and in immaculate condition; £1,125.—Mrs. Lee-Duncan, Royal Bath Hotel, Bournemouth. [2881

1295 gns.—Armstrong Siddeley (April, 1949), Lancaster 4-door saloon, black, sliding head, fawn leather with loose covers, radio, good tyres, one careful owner, small mileage, exceptional condition; terms, exchanges.—Rowland Smith, below.

795 gns.—Armstrong Siddeley (June, 1946), Hurricane foursome drop head coupe, fawn, brown leather, manual gearchange, carefully used, excellent condition, terms, exchanges.—Rowland Smith, below.

175 gns.—Armstrong Siddeley, 1935 model, 12hp sports foursome coupe, black, sliding head, grey leather, preselector, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [3300

A & S Limousines 1938/25hp partition, widest occasionals, black, exceptional carriages, certified mechanically.

1939 Long-17 double enclosed, widest occasionals, black, certified mechanically, bargain; seen:

ALPE & SAUNDERS (100 Limousines: lists posted), Providence Court, Grosvenor Square. Mayfair-2941. [2961

Armstrong Siddeley Cars Wanted

ANY post-war Armstrong Siddeley wanted.—Corbitt & Taylor, 22, Conduit Mews, W.2. Amb. 6049. [3545

ROWLAND SMITH'S, the Armstrong buyers.—Hampstead High St. (Hamp. Tube). Ham. 6041. [0916

MARSTON MOTOR Co., Ltd., for your Armstrong Siddeley.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0185

CASH immediately for good Armstrong Siddeley.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [3219

ARMSTRONG SIDDELEY Hurricane coupe in good condition urgently wanted.—J. R. Inwards, Ltd., High St., Ruislip 3033-4-5. [0900

R. S. CURRIE & Co., Ltd.—Armstrong Siddeley saloon cars wanted.—105, Westbourne Grove, Bayswater, W.2. Bayswater 0085. [5728

HENLY'S, Ltd., wish to purchase first-class carefully used Armstrong Siddeley cars.—1-5, Peter St., Manchester. Tel. Blackfriars 7843. [0601

PASS & JOYCE, Ltd., London and District distributors, wish to purchase carefully used post-war Armstrong Siddeley cars.—184, Gt. Portland St., W.1. Museum 1001. [0385

Armstrong Siddeley Spares and Service

ARCOT MOTORS, Ltd.

ARCOT MOTORS, Ltd.—Preselector gear boxes; exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0235

ARCOT MOTORS, preselector gear boxes, exchange and repairs.

ARMSTRONG SIDDELEY Owners.—Complete overhauls, service and repairs by our highly skilled and specialist mechanics in our modern well-equipped workshops.

ARCOT MOTORS, Ltd., 169, Fulham Rd., S.W.3. Write, call or 'phone Kensington 7301. [0644

BIRMINGHAM distributors spare parts from 1932.—Frank Moseley (A. S. & S.), Ltd., the Depot, Steward St., Birmingham, 18. Edg. 0916. [0548

A LARGE stock of spares for the above cars always available.—Pass & Joyce, Ltd., London distributors, Works, Hawley Crescent, Camden Town. Tel. Gul. 4141.

HENLY'S, Ltd., Cheetham Hill Rd., Manchester, 8, have large stocks of spares; reconditioning of cars and preselector gear boxes undertaken.—Tel. Deansgate 6216. [0602

CENTRAL GARAGE, Croydon, distributors for Armstrong Siddeley cars, sales, spares and servicing, complete overhauls, mechanical or coachwork.—Central Garage. Tel. Cro. 7464. [1999

ASTON MARTIN

BROOKLANDS for individuality.

ASTON MARTIN distributors. Details of new 2.6-litre, demonstration car available.

BUY or sell your car at

103 New Bond St., London, W.1. Mayfair 8351-6. [2335

Aston Martin Cars Wanted

ASTON MARTIN cars wanted for cash, full details.—Friary Motors, Ltd., Old Windsor. Windsor 2002-3.

ROWLAND SMITH'S, the Aston Martin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0917

Aston Martin Spares and Service

FRIARY MOTORS, Ltd.

SOLE suppliers of spares for all Aston Martin cars produced up to 1940; specialised servicing facilities; 2-litre reconditioned engines available.—Straight Rd., Old Windsor. Tel. Windsor 2002-3. [0198

AUSTIN SEVEN

STARNES MOTORS offer:—

£239—Austin 7 saloon, 1936, in exceptionally good condition.

STARNES MOTORS, 105, Cricklewood Broadway, N.W.2. Gladstone 2480. [3528

DICKS CAR SALES offer:—

1939 Austin 7 saloon, recent overhaul; choice of two; £350.—Below.

1937 Austin 7 saloon, very genuine car; £295.—Below.

1937 Austin 7 Nippy sports 2-seater, fast and attractive; £295.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [2279

AUSTIN 7hp 2-seater de luxe, 1937-8, splendid appearance, excellent running car, grey finish; £165, or dep. £55; m/cycle part exchange.

DAWSONS MOTORS, Shakespeare St., Nottingham. Tel. 41181. [2772

AUSTIN 7 Ulster special with spare genuine Ulster engine and outside exhaust manifold, etc., a bargain for the enthusiast at £195.

ARLING MOTORS, Ltd., 46/48, London Rd., Romford. [3243

1938 Austin 7 cabriolet, excellent runner, very economical, good condition, daily use Hampstead-Hayes (Mx); £275.—25d, Arkwright Rd., N.W.3. [2083

£215—1936 Austin 7 de luxe saloon, in very clean condition throughout, bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [3681

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN SEVEN

WALTER SCOTT, Ltd.—1936 Austin Big Seven, black, brown leather, excellent condition; £295; terms and exchanges.—39, College Crescent, Hampstead, N.W.3 (Finchley Road Tube). Pri. 5914. [2975

245gns.—Austin 7, 1938 model, Ruby saloon, black, brown leather, one owner, good condition; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [3301

Austin Seven Cars Wanted

WANTED urgently, early Austin 7 saloon; prompt cash.

X.L. SERVICE STATION, Kingston Vale, S.W.15. Kingston 8333. [9254

ROWLAND SMITH'S, the Austin 7 buyers.—Hampstead High St. (Hampstead Tube.) Ham. 6041

RAYMOND WAY, the hire-purchase specialists, are still buying Austin 7s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0834

AUSTIN EIGHT

£575—Austin 8hp black saloon de luxe, excellent condition.—Per. 9026 after 7 p.m. [3139

1948 Austin 8 saloon, single driver throughout, excellent condition, nearest £700.—Staines 3632 evenings. [3533

1939 Austin 8, resprayed; £375.—Barnes Garage, 315, Finchley Rd., Hampstead, N.W.3. Ham. 2221. Mai. 1627. [2592

£595—1947 model (reg. Oct., '46) Austin 8 4-door de luxe saloon in excellent condition, one owner, any trial.—Below.

£320—1938-9 Austin 8 4-door saloon in excellent condition, any trial.—G. P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yards Clapham South Tube). Batt. 1107-8-9. [2960

1947 Austin 8 de luxe sun saloon, colour black, brown leather upholstery; genuine low mileage, one owner, taxed year, 599gns.

RAYMOND WAY, of Kilburn. Hire Purchase Specialist, has 200 good used cars under £400.—Maida Vale 6044. [3214

1946 (June) Austin 8 4-door de luxe saloon, blue, small mileage, magnificent throughout; £625.—348, King St., Hammersmith. Riverside 2837-8. [3059

1939 Austin 8 saloon, black, brown leather upholstery, immaculate condition throughout; £425.—M.B. Motors, 336, New Cross Rd., London, S.E.4. Tideway 3779. [2075

1947 (Aug.) Austin 8hp 4-door saloon, black brown hide, in excellent condition, small mileage, Fram filter, taxed, insured to July 1952; £640, offers.—Tel. For. 6383. [3473

1947 (reg.) Austin 8 tourer, in really good condition, reconditioned throughout, new hood, sidescreens; £345, or £115 deposit.—C. & S. Motors, Ltd., Dudden Hill Lane, Neasden. Gladstone 8605-6. [3413

1940 Austin 8hp 4-door saloon de luxe, alligator bonnet, appearance of 1946 model, very clean interior, economical with very good road performance, taxed to end of year, any trial; 385gns or near offer.—Liberty 3372. [3501

Austin Eight Cars Wanted

C M
THE CAR MART, Ltd., London distributors, wish to purchase Austin 8 cars.—297, Euston Rd., N.W.1. Euston 1212. [0952

I NEED post-war Austin 8 immediately.—Fortune, 33, Cambridge Rd., Wanstead, E.11.

ROWLAND SMITH'S, the Austin 8 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

CASH buyers of low mileage Austin 8s, distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0784

ONE owner Austin 8 saloon wanted, no dealers.—35, Priory Ave., Cheam. Fairlands 8504. [3456

RAYMOND WAY, the hire-purchase specialists, are still buying Austin 8s, and have unlimited cash available.—Canterbury Rd. Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0835

AUSTIN TEN

1946 Austin 10 black saloon in good condition, £700; can be inspected in West Midlands.—Apply Box 3500. [1655

AUSTIN TEN

DICKS.

1947 (September) Austin 10 saloon, one owner, positively unmarked; choice of two from £750.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [1299

WADDINGTON MOTORS, Ltd., offer:—

1946 Austin 10 saloon, exceptionally clean car throughout; £735.—Fortune Green Rd., N.W.6. Ham. 2211. [5086

AUSTIN 10 2-seater, 1937, choice of two; £275.

WITHAMS MOTORS, Ltd., 18, Balham Hill, S.W.12. Battersea 3280/3769. [3282

1946 Austin 10 saloon, recently rebored, black, a very nice car; £725.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [1604

189gns.—1936 Austin 10 de luxe saloon, good condition.—Autosnips, 5, Balham High Rd. Balham 1509. [3207

1946 (Oct.) Austin 10 sun saloon, engine resleeved 3,000 miles ago, excellent condition guaranteed; £700.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [2862

AUSTIN 10, 1946, 9,000 miles since new engine and thorough overhaul; 1 owner; £675.—Uxbridge 4285 after 6 p.m. [2872

£498—Austin 10 1940 4-door saloon, original condition, good tyres, all extras; choice 4 others. Many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat. 9-6. (50 yds. Holland Park Tube.) [2732

1937 Austin 10 saloon, maroon, red leather upholstery, good tyres, mechanically excellent, taxed; £315.—

TIMMS MOTORS, Colinette Rd., Upper Richmond Rd., S.W.15. Tel. Putney 3593. [1307

1947 (Sept.) Austin 10 saloon, black, one owner, 20,000 miles, taxed as new.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [2829

AUSTIN TEN

1946 Austin 10 black brown leather, reconditioned engine, £645.—L. F. Dove, Ltd., Guildford Rd., Woking 1282. [3670

1946 (August) Austin 10 saloon, one owner since new, bargain, £645; also 1939 10hp saloon, gift, £145.—A. Z. Motors, Palmerston Rd., N.W.6. Mai. 4723. [7069

1939 Austin 10 Cambridge saloon, black, brown upholstery, £420.—Smith and Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [2394

1946 Austin 10 de luxe saloon, one owner, genuine 29,000 miles, perfect order; £685.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [3335

295gns.—Austin 10, 1936, Sherborne de luxe 4-door saloon, dark blue, blue leather, good tyres, excellent condition; terms, exchanges.—Rowland Smith, below.

225gns.—Austin 10, 1937, Open Road 4-seater tourer, grey and black, grey leather, good condition, taxed, terms; exchanges, list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [3302

1936 Austin 10 Lichfield saloon, condition good, reconditioned motor fitted 800 miles, total mileage 53,000; £335.—Johnson, 104, Railway St., Hertford. [3465

AUSTIN 4-door saloon with sliding roof, black with brown leather; first licensed 3/5/46; cellulose and chrome excellent, 2 spotlamps and tyres nearly new, licensed, low price of £695.

MARBLE ARCH MOTOR SUPPLIES, Ltd., High St., Watford. Tel. Watford 4491. [2957

ROYS AUTOMOBILES, Ltd., offer:—One of the cleanest and best 1937 Austin 10s, 2-seater, with dickey, that's ever been offered, only wants seeing, £335.—127, Parkway, N.W.1. Euston 2700. [1647

1946 Austin 10 sal. de luxe, black with brown interior, one owner since new, beautiful condition throughout; £650.—Garage Service Co., Hoop Lane, Golders Green, N.W.11. Speedwell 3408. [1579

1946 Austin 10hp saloon, black, brown hide, one owner, really excellent condition throughout, £695, exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [3437

1944 Austin 10 de luxe saloon, just been overhauled, very presentable coachwork, well preserved hide upholstery, reliable vehicle, exceptional value; 425gns; terms, exchanges.—Home & Overseas Motors, 160, Finchley Rd., N.W.3. Hampstead 0087-8-9. [3603

Austin Ten Cars Wanted

C M
THE CAR MART, Ltd., London distributors, wish to purchase Austin 10 cars.—297, Euston Rd., N.W.1. Euston 1212. [0953

I REQUIRE post-war Austin 10 urgently.—21, Kirkstall Rd., S.W.2. Tulse Hill 1288 (day). [0724

ROWLAND SMITH'S, the Austin 10 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0920

CASH buyers of low mileage Austin 10s; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0785

RAYMOND WAY, the hire-purchase specialists, are still buying pre-war Austin 10s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0836

AUSTIN A40

CAR MART, Ltd.,

LONDON distributors.

1950 Austin A40 saloon, heater, 12,000 miles; £1,125.

1949 Austin A40 saloon, heater, 16,000 miles, £1,025.—Car Mart, Ltd., Austin House, 297 Euston Rd., N.W.1. Euston 1212. [3607

BOON & PORTER, Limited.

1950 Austin A40 Countryman, 11,000 miles, faultless; £1,085.

CASTELNAU, S.W.13. (By Hammersmith Bridge). Riverside 4444. [2916

H. A. SAUNDERS, Ltd., offer:—

1950 Austin A40 saloon, green with brown upholstery, heater, 2,500 miles; £1,245.

836/842, High Rd., N.12. Hillside 0024. [2851

MANN EGERTON & Co., Ltd., offer:—

1950 Austin A40 saloon, dark green with brown leather upholstery, air conditioning, radio and sunshine roof fitted, mileage only 5,500, indistinguishable from new.

14, Berkeley St., London, W.1. Regent 2073. [3066

H. A. SAUNDERS, Ltd., Radlett, Herts.

A40 1950 maroon, radio, heater, sun roof, 19,000 miles; £1,150.

A40 1950 maroon, beige, leather, heater, 9,000 miles; £1,180.

A40 1950 black, radio, heater, sun roof, 5,000 miles; £1,245.

A40 1949 beige, heater, sun roof, 20,000 miles; £985.

A40 1949 green, beige leather, 15,000 miles, £1,025.

A40 1949 black, radio, heater, sun roof, 10,000 miles; £1,115.

A40 1949 grey, heater, Rimbellishers, 14,000 miles; £1,095.—Radlett 6167. [9911

DAGENHAM MOTORS, Ltd., offer the following car:—

1949 Austin A40 saloon, grey, heater, 16,000 miles.

56, Park Lane, W.1. Regent 4866, and 374, Ealing Rd., Alperton, Middx. Perivale 3388. [3634

GORDON CARS (LONDON), Ltd.—1950 Austin A40 Countryman, green.

GORDON House, 373, Euston Rd., London, N.W.1. Euston 6611. [3089

1950 (Aug.) Austin A40 Countryman, 300 miles, green.—Ernest Sutton, Tel. Reigate 4 (trade only). [3102

1949 (March) A40 Devon, sliding head, heater, loose covers, excellent condition (one owner), taxed December.—Box 3734. [3490

1949 (June) A40 Devon, grey, sun roof, 13,000 miles; £1,075.—Thwaites & Lilley, Ltd., Well Lane, Leeds, 7. Leeds 41986. [3457

AUSTIN A40

A40 Countryman, one week out of covenant, 8,000 miles only, one owner, finished in mist green, in perfect condition throughout; £1,150.

CONTINENTAL CARS, Ltd., Portsmouth Rd., Send, Surrey. Ripley 3122. [3027

1949 Oct. Austin A40 Devon saloon, grey, beige leather, sliding roof, radio & heater, taxed Dec., 1 owner, 11,000 miles only; £1,095.

SIX months' written guarantee; trade enquiries welcomed.

McKINNON MOTORS, Ltd., Langham House, 3, Stafford Rd., Wallington, near Croydon, Surrey; established 1906. Tel. Wallington 5404. [2912

1949 (Feb.) A40, grey, 4-door, sun roof, heater, foglamp, under 16,000 miles; £1,000; perfect condition throughout.—Tel. Rav. 0256. [3152

2000 miles only.—1950 Austin A40 saloon, radio and heater.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3568. [2157

1949 A40 saloon, mist green, sun roof and heater, 14,000 miles, exceptional condition; £1,075.—Holbrook Motor Co., Ltd., Richmond 4014. [3365

1949 Austin A40 Devon sun saloon, grey with blue upholstery, heater, under 10,000 miles.—Dobsons, Ltd., Austin Agents, Staines, Middx. Tel. 801. [2062

ROYS AUTOMOBILES, Ltd., offer:—1949 A40 Devon saloon, nominal mileage, excellent condition, £950; choice of three.—127, Parkway, N.W.1. Euston 2700. [1640

NEW Austin A40 (covenant free), 121 miles only, radio, heater, in exchange for post-war car in good condition.—Clayton, 337, Euston Rd., N.W.1. Euston 5228. [3405

1950 (August) Austin A40, black, grey leather, 6,000 miles, radio, heater; trade enquiries welcomed.—H. C. Paul, Ltd., 52, Bruton Place, W.1. Mayfair 0821/2. [3400

1949 (Sept.) Austin A40 de luxe saloon, sliding roof, radio, heater, etc.; excellent condition; £1,085.—Colin Haines, Ltd., 30a, Bourdon St., W.1. Mayfair 2338. [2272

GOLDERS GREEN.—H. A. Saunders, Ltd.—1950 Austin A40 sunshine saloon, black/brown leather, radio, heater, 10,000 miles, £1,194.—144, Golders Green Rd., Spe. 0011. [3374

1949 (Sept.) Austin A40 de luxe saloon, black, fawn upholstery, 10,000 miles only; £1,075.—Modern Service (Wimbledon), Ltd., High St., Wimbledon, S.W.19. Wimbledon 2282. [2945

1949 Austin A40 Devon 4-door saloon, one owner, very carefully used, grey with beige upholstery, perfect in every detail; £985.—Pantiles Service Garage, London Rd., Guildford 5526. [2530

JULY, 1949, Austin A40 4-door saloon in grey with beige leather, owned by lady, mileage 17,000 and in exceptional condition; unusual value at £1,095; an opportunity to buy at under market price.

MARBLE ARCH MOTOR SUPPLIES, Ltd., High St., Watford. Tel. Watford 4491. [9843

1949 Austin A40 Devon saloon, mist green/beige leather, sliding roof, 1 owner, 13,000 miles; any inspection invited; 3 months' guarantee, £1,095.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [3025

WALTER SCOTT, Ltd.—1949 Austin A40 Devon saloon, blue, heater, low mileage, spotless condition, one owner, taxed to December, £985; terms and exchanges.—39, College Crescent, Hampstead, N.W.3 (Finchley Road Tube). Pri. 5914. [9468

Austin A40 Cars Wanted

T H E
CAR MART, Ltd.
AUSTIN cars
REQUIRED immediately.
MAKE your enquiries to
AUSTIN House, 297, Euston
ROAD, London, N.W.1.
TELEPHONE: Euston 1212. [0957

A40 car wanted.—Mac, 12, Brambledown Rd., Wallington, Surrey. 6597. [2387

I NEED Austin A40 immediately.—30, Ryecroft Rd., S.W.16. Tulse Hill 2768 (day). [0725

ROWLAND SMITH'S, the Austin A40 buyers.—Hampstead High St. (Hampstead Tube). Ham 6041.

CASH buyers of low mileage Austin A40s, distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0786

ALMOST new Austin A40 required, cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0851

AUSTIN A40 cars wanted.—Motourists (London), Ltd., are immediate cash buyers of A40s and 10hp saloons.—Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [0704

AUSTIN TWELVE

MEBES & MEBES, Ltd. (Est. 1895) offer:—

1934 Austin Light 12 4-door de luxe saloon, dark blue, hide upholstery to match, coachwork, mechanical condition and tyres excellent, far above average for year. £295.—The Broadway, Mill Hill, N.W.7. Tel. Mil. 2040. [3117

1947 (model) Austin 12 saloon, one owner; terms, exchanges, £850.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [3426

1938 Austin 12 Ascot saloon, reg. Nov., 1937, £350.—Smith, 396, Edge Lane, Liverpool. [3454

1939 Austin 12 Ascot, excellent condition throughout; £495.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [2307

GOLDERS GREEN.—H. A. Saunders, Ltd.—1936 Austin 12/4 saloon, excellent condition, £324.—144, Golders Green Rd., Spe. 0011. [3376

1946 Austin 12 de luxe saloon, excellent condition throughout, unrepeatable offer; £725.—A.Z. Motors, Palmerston Rd., N.W.6. Mai. 4723. [3579

AUSTIN 12-4 tourer, 1936, grey cellulose, with hood, side screens complete, Ace discs, 6 new tyres, 54,000 miles, in perfect order; for sale by auction at Manor Farm, Shalden, on September 10th, 1951.—Particulars of the Auctioneers, Messrs. Curtis & Watson, Bank Chambers, Alton, Hants. Tel. 2261-2. And at Hartley Wintney. [2808

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN TWELVE

395 gns.—Austin 12, 1938, Ascot de luxe 4-door saloon, black, sliding head, brown leather, very good condition, terms, exchanges.—Rowland Smith, below.

225 gns.—Austin 12/6, 1936 model, Ascot de luxe 4-door saloon, dark blue sliding head, blue leather, very good condition, terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [3503

1939 Austin 12 Ascot saloon, perfect condition, new tyres, taxed, insured for the year, £445.—Price, Hillyfield, Netley Firs Rd., Hedge End, Southampton. [3459

£565—June 1938 Austin 12 saloon, black with brown leather upholstery, 38,000 miles, in original condition; just fitted with maker's new engine, needs running in; terms and exchanges.—G. S. Hall, 302, King St., W.6. Riverside 2881. [2992

Austin Twelve Cars Wanted

C

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THE CAR MART, Ltd., London distributors, wish to purchase Austin 12 cars.—297, Euston Rd., N.W.1. Euston 1212. [0954

CASH buyers of low-mileage Austin 12s, distance no object.—Hattons, Lord St., Southport. Tel. 2268.

ROWLAND SMITH'S, the Austin 12 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0921

1937-8-9 Austin 12 saloons and limousines wanted.—Motourists (London), Ltd., East Finchley Station, N.2. Tudor 2301-2. [0094

RAYMOND WAY, the hire-purchase specialists, are still buying pre-war Austin 12s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0838

AUSTIN SIXTEEN

CAR MART, Ltd.

LONDON distributors.

1949 Austin 16 saloon, 1[illegible],000 miles, £1,175.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [3608

LEX GARAGES, Ltd., offer:—

1948 Austin 16 saloon, sliding roof, grey with brown leather upholstery, heater and radio, in immaculate condition throughout.

LEX GARAGES, Ltd., Lexington St., London, W.1. Gerrard 8600. [3513

HAROLD RADFORD & Co., Ltd.

1949 (March) Austin 16, colour green, one owner, speedometer reading 26,000 miles, in very good condition.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [9122

1948 Austin 16 saloon, radio, heater, sun roof, all leather, 18,000 miles, all tyres practically new, £1,085.

1947 Austin 16 saloon, as above, 35,000 miles, radio, excellent order throughout; £825.

C. & W. MOTORS, Ltd., Queen's Head Garage, East End Rd., N.3. Finchley 6236-7. [3362

1949 16 Austin saloon, excellent condition, taxed.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3358. [2828

1948 Austin 16 saloon, black, brown leather, 27,000 miles, carefully maintained, perfect mechanical condition; £1,030.

VIADUCT GARAGE (WOODFORD), Ltd., North Circular Rd., South Chingford, E.4. Larkswood 1235. [3533

1949 Austin 16 saloon, car heater, excellent condition, one owner, £1,075, also 1948 saloon, exchanges.—Tel. Park 6736, or Aylesbury 164. [3349

1948 Austin 16 saloon de luxe, good condition, black, brown leather, £895, also 1946, £795.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [3334

1946 Austin 16 saloon, fitted radio and heater, engine recently overhauled, excellent condition, open to A.A. or R.A.C. inspection, written guarantee, £[illegible].

TANKARD & SMITH, Ltd., 226-232, High Rd., South Tottenham, N.15. Tel. Sta. 3291. [3074

AUSTIN'S best model 16hp, first licensed 1948, black with brown leather, all standard specification fittings, chassis in 100% condition, a good example of an excellent model; £975; exchanges or terms.

MARBLE ARCH MOTOR SUPPLIES, Ltd., High St., Watford. Tel. Watford 4491. [9842

£1000 only.—1949 Austin 16hp, grey, brown leather, excellent condition, heater, radio, new tyres, brakes relined, 28,000 miles, for sale by sole owner.—Walker, 73b, Oxford Rd., Reading. Tel. 60372. [3146

995 gns.—Austin 16 (October, 1948), de luxe 4-door saloon, dark blue, sliding head, brown leather, radio, hydraulic jacks, heater, good tyres, one careful owner, small mileage, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [3304

HIRE CAR (1950), partition, wide forward occasionals, leather, 28,000 miles, reasonable cost.

ALPE & SAUNDERS (100 Limousines: lists posted), Providence Court, Grosvenor Square. Mayfair-2941. [2962

Austin Sixteen Cars Wanted

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H

E

CAR MART Ltd

AUSTIN cars

REQUIRED immediately

MAKE your enquiries to

AUSTIN House, 297, Euston

ROAD, London, N.W.1.

TELEPHONE: Euston 1212. [0955

AUSTIN 16 cars wanted.—Motourists (London), Ltd., are immediate cash buyers of all post-war models.—Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [0235

Austin Sixteen Cars Wanted

CASH buyers of low-mileage Austin 16s; distance no object.—Hattons, Lord St., Southport. Tel. 2268.

ROWLAND SMITH'S, the Austin 16 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0922

AUSTIN A70 & A90

CAR MART, Ltd.

LONDON distributors.

1950 Austin A70 saloon, radio, heater, 7,000 miles; £1,495.

1950 Austin A90 convertible, heater, 9,000 miles; £1,550.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. [3609

H. A. SAUNDERS, Ltd., offer:—

1950 Austin A70 saloon, blue with blue leather upholstery, 12,000 miles; £1,495.

836/842, High Rd., N.12. Hillside 0024. [2849

H. A. SAUNDERS, Ltd., offer:—

1950 Austin A90 convertible coupe, blue with blue leather upholstery, radio, heater, etc., power-operated hood and windows, 12,000 miles, £1,545.

836/842, High Rd., N.12. Hillside 0024. [2850

PHILIP RICKARDS, Ltd., offer:—

1950 Austin A70 saloon, brown, 8,600 miles.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [2939

H. A. SAUNDERS, Ltd., Radlett, Herts.

1949 A70 grey with grey upholstery, heater, 12,000 miles; £1,335. Radlett 6167. [9912

1950 (April) Austin A70 saloon, brown, 8,900 miles.—Ernest Sutton, Tel. Rogate 4 (trade only). [3111

1950 Austin A70 Hampshire saloon, 2,000 miles only.—J. R. Inwards, Ltd., High St., Ruislip 3033-4-5. [3521

1950 Austin A90 Atlantic convertible coupe, blue, blue leather, radio, heater, 11,000 miles, spare unused.

RIPCO, Ltd., 16, Albemarle St., Mayfair, W.1. Regent 2952-3-4. [3420

1950 Austin A70 saloon, 8,000 miles, heater, radio, £1,535.—S. Bowen & Son, Hillside Garage, Edgware. Tel. Edgware 4463-5. [1671

1950 Austin A70, black, 10,000 miles, radio, heater, immaculate condition throughout.—Jack Smith, 32, Bruton Place, W.1. Mayfair 0821/2. [6167

A90 March, 1950, Austin Atlantic convertible, manual-operated hood, colour mist green, small mileage; this car is in immaculate condition; £1,425.

PROCTERS MOTORS, Ltd., 122, High St., Uxbridge. Tel. 428. [2807

1959 (Oct., '49) Austin A70 saloon, turquoise blue, in excellent condition throughout; £1,275.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [2294

1950 Austin A90 convertible, red, 12,000 miles, radio; £1,375.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [2937

GOLDERS GREEN.—H. A. Saunders, Ltd.—1950 Austin A90 Atlantic coupe, power operated, radio, heater, one owner; £1,474.—144, Golders Green Rd., Spe. 0011. [3375

1950 Austin A90 foursome coupe, all-electric, fully equipped, radio, heater, etc., superb condition; £1,350.—Colin Haines, Ltd., 30a, Bourdon St., W.1. Mayfair 2338. [2273

1950 (August) Austin A70, sliding roof, light grey, brown leather, 10,000 miles, as new, £1,375 or near offer.—Dew, 121, Upper Holland Rd., Sutton Coldfield. Tel. Sut. 4951. [2761

A70 (September), 1950, grey, 8,000, radio, heater, dual spotlamps, anti-theft alarm, absolutely unmarked, virtually new car, private sale; £1,495.—White, Tel. High Wycombe 1088. [1997

1950 (August) Austin A90 Atlantic convertible coupe, power operated hood, windows, radio, heater, loose covers, 7,000 miles only.—J. R. Inwards, Ltd., High St., Ruislip 3033/4/5. [3519

AUSTIN (1950) A70 saloon, brown with brown leather, heater, loose covers, authentic mileage 11,000, taxed, as new; £1,345.—Tice & Son, Ltd., 723, Wimborne Rd., Bournemouth. Tel. Winton 2000. [2774

Austin A70 and A90 Cars Wanted

AUSTIN A70 wtd., late model, must be low mileage with radio, etc., good price paid for right car.—Hearmon. Tel. Maidenhead 2058. [3655

AUSTIN EIGHTEEN

W. J. BROWN, Ltd.

1939 Austin 18hp Norfolk de luxe saloon, one owner, excellent condition; £585.

W. J. BROWN, Ltd., Ford Main Dealers.

339, Finchley Rd., N.W.3. Hampstead 4414. Adjacent Finchley Road Stations. [3370

GATEHOUSE offer 1944 Austin 18 saloon, in excellent condition; £595.—Gatehouse Motors Ltd., Highgate Village, London, N.6. Mou. 4444. [2023

£595—June, 1938 Austin 18 7-str., quite one of the most attractive cars we have handled recently—original makers finish shows obvious signs of really careful maintenance, upholstery is in best quality leather throughout with the luxurious deep seating and face-forward occasionals which is a feature of this particular model, extensive mechanical reconditioning carried out recently, bills available for over £150 for rebore, sleeve, new crankshaft, complete check over and replacement of major components where necessary, five excellent tyres, offered at a really attractive price with a written guarantee.

£295—Austin 18 7-str. long chassis York 1935 model, but in infinitely superior condition to many 7-strs. of much later year of manufacture; sound black coachwork with leather interior throughout, face-forward occasional seats, smart and ready for immediate service; many other Austin limousines actually in stock.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (4 lines); write for our post-free catalogue of 400 cars, hire purchase, part exchanges, fares refunded in full to purchasers from any part of the country; free delivery anywhere in the United Kingdom; showrooms open till 8 p.m. Monday to Saturday. [3174

AUSTIN EIGHTEEN

THE MALL HOUSE MOTOR Co. offer:—

1936 Austin 18, immaculate, 6,000 genuine since new, original paintwork; £375; terms and exchanges.—117, High St., Wanstead, E.11. Tel. Wanstead 8357. [1267

£395—Austin 18hp (June, '36) 7-str. saloon, in excellent and clean condition, fwd. occs., disc wheels, any inspection.—Traynor Motors, East Ham. Gra. 2530. [9921

£525—1937 Austin 18 York, full 7-seater de luxe saloon, bodywork literally spotless, interior excellent, ready for immediate use; 3 months' guarantee, hire purchase, exchanges.

LAMBS, of Wood Green, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [2622

1935 Austin 18 limousine, face-forward occasionals, sliding div., interior and mechanically good, tyres excellent, paintwork poor; £195.—Garage Service Co., Hoop Lane, Golders Green, N.W.11. Speedwell 3408. [1580

A & S 7-seaters 1937/38/1939 saloons also partitioned limousines, extensive selection, leather, black, certified mechanically; seen:—

ALPE & SAUNDERS (100 Limousines: lists posted), Providence Court, Grosvenor Square. Mayfair-2941. [2963

Austin Eighteen Cars Wanted

C

M

THE CAR MART, Ltd., London distributors, wish to purchase Austin 18 cars.—297, Euston Rd., N.W.1. Euston 1212. [0956

ROWLAND SMITH'S the Austin 18 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0924

7-Passenger 1937/38/39 required, also Norfolk Saloons, good order essential, cash waiting. Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941.

Austin Twenty Cars Wanted

ROWLAND SMITH'S, the Austin 20 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0925

7-Seater Limousines 1937/38/39—also 28hp—details please. Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [6268

AUSTIN A125 & A135

CAR MART, Ltd.

LONDON distributors.

1950 Austin A125 Sheerline saloon, 10,000 miles; £1,995.

1950 Austin A135 Princess touring limousine, 9,000 miles; £2,850.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [3610

PRIDE & CLARKE, Ltd., offer:—

AN exceptional Austin Sheerline, first registered August, 1948, chauffeur maintained, black with beige hide upholstery; £1,575, exchanges, hire purchase.—237, Brixton Hill, S.W.2. Tulse Hill 3664. [3504

LEX GARAGES, Ltd., offer:—

1950 Austin Sheerline, black, tailored fitted covers, 3,000 miles only, radio and heater, one owner, immaculate.

LEX GARAGES, Ltd., Lexington St., London, W.1. Gerrard 8600. [3514

H. A. SAUNDERS, Ltd., offer:—

1950 Austin Sheerline saloon, black with beige leather upholstery, 9,000 miles, £2,195.

836/842, High Rd., N.12. Hillside 0024. [2848

BROOKLANDS for individuality.

1950 Austin Sheerline, grey, speedometer reading 13,000.

BUY or sell your car at

103 New Bond St., London, W.1. Mayfair 8351-6. [2336

PHILIP RICKARDS, Ltd., offer:—

1949 Austin Sheerline saloon, black, 25,000 miles.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [2940

S. MORRIS & Co., 29-31, Edgware Rd., London, W.2.

1950 (July) Austin Sheerline saloon with a guaranteed total mileage only 10,600, fitted many extras including rimbellishers, radio and tailor-made tartan loose covers, an immaculate car in absolute showroom condition; £2150.—Tel. Pad. 3075. [3597

GORDON CARS (LONDON), Ltd.—1950 Austin Princess saloon, black.—Below.

GORDON CARS (LONDON), Ltd.—1950 Austin Sheerline saloon, black.—Below.

GORDON CARS (LONDON), Ltd.—1949 Austin Princess saloon, pearl.—Below.

GORDON CARS (LONDON), Ltd.—1949 Austin Princess saloon, black.

GORDON House, 375, Euston Rd., London, N.W.1. Euston 6611. [3080

1949 Austin A125 Sheerline saloon, gunmetal, grey leather, radio, heater, nominal mileage.

RIPCO, Ltd., 16, Albemarle St., Mayfair, W.1. Regent 2952-3-4. [3421

AUSTIN Princess, July, 1950, black saloon, managing director's chauffeur-driven car; offers.—Morris, Euston 2684. [2802

1950 Austin Sheerline, black with beige leather, 8,000 miles; £2,150.—Jack Olding & Co., Ltd., North Audley St., W.1. Mayfair 5242. [3697

1950 (May) Austin A125 Sheerline saloon, 9,300 miles, black, beige leather upholstery, immaculate.—Wards of Putney, 72, West Hill, S.W.15. Vandyke 1533. [3128

1949 Austin Sheerline, silver, small mileage, absolutely unscratched, hide upholstery, or exchange for Rolls, Bentley, Daimler, Alvis or similar car, cash adjustment.

SWANMORE GARAGE, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 1022. [2905

1950 Sheerline saloon, black/beige leather, heater, radio, taxed year, immaculate throughout, bargain, £1,865.

ELBORNE BROS., Ltd., Lady Margaret Rd., Southall. Waxlow 1491. [3271

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN A125 & A135

1950 Austin Princess II, black, genuine, 6,000 miles, immaculate condition, £2,900.—Dr. Bowen-Jones, Northleach, Cheltenham, Glos. Tel. Northleach 247. [2766

1950 (July) Austin Princess sal., black, with beige upholstery, 12,500 miles, chauff. driven, maintained in first-class cond. by own garage staff, price £2,350.—Foundry Equipment, Ltd., Leighton Buzzard 2206. [3563

Austin A125 and A135 Cars Wanted

C
M
THE CAR MART, Ltd., London distributors, wish to purchase Austin Sheerline and Princess cars.—297, Euston Rd., N.W.1. Euston 1212. [0352

AUSTIN MISCELLANEOUS

TAXICABS, ex-London Austin Heavy 12-4 selected vehicles, from 85gns.
WADCOL MOTORS, 150-6, West End Lane, N.W.6. Hampstead 1177. [2785

TANKARD & SMITH Ltd., offer the choice of many Austin 8s, 10s, 12s and higher horse-power limousines from their vast stock of over 200 used cars, all subject to three months' written guarantee.—198, King's Rd., S.W.3. Tel. Flax. 4801-3. [0374

Austin Miscellaneous Cars Wanted

R
ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0926

C. G. NORMAN & Co.,
AUTHORIZED Austin retailers are buyers of low-mileage Austin cars of any horse-power.—46-52, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211.

AUSTINS wanted.—Smiths, 66, Chalk Farm Rd., N.W.1. Gul. 2767. [0822

ALL models Austin urgently required.—Corbitt & Taylor, 22, Conduit Mews, W.2. Amb. 6049. [9859

RAWLINGS BROS., Ltd., 87a, Cromwell Rd., S.W.7. Frobisher 8161, are buyers all types post-war Austins. [0416

BRITISH & COLONIAL MOTORS, Ltd., require good Austin cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [2147

POST-WAR Austin cars wanted urgently; mileage under 10,000; must be in very good condition. Offers to:—
MARBLE ARCH MOTOR SUPPLIES, Ltd., High St., Watford. Tel. Watford 4491. [2044

WEYBRIDGE AUTOMOBILES, Ltd., the Austin distributors, urgently require late type Austins.—Tel. Weybridge 233. [0541

JACK OLDING, Ltd. 8-10, North Audley St., W.1. Austin retailers, require cars in first-class condition. Mayfair 5242. [0812

APPROACH us first before disposing of your Austin car.—Tankard & Smith, Ltd., 194-198, Kings Rd., S.W.3. Flaxman 4801-3. [3560

Austin Spares and Service

NORMAND, Ltd.
THE best service ensures a longer car life.
BRING your car to 405-9, King St., W.6. Riv. 5665. [0232

C. G. NORMAN & Co.
AUTHORISED Austin retailers
SPARE parts and components in stock.—46-52, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211.

THE CAR MART, Ltd.,
LONDON distributors, spare parts for all models, cars and trucks.
THE CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9 (Hendon 6500); and at 16, Uxbridge Rd., Ealing, W.5 (Ealing 6717). [0160

IF it's Austin spares try Sands, the Austin People, Burnham, Bucks 84. [0305

FOR Austin mudguards, running boards, 1931-9.—Brooks, 5 and 6, Frederick Place, Brighton. Brighton 21147. [0382

BARKERS MOTORS (LONDON), Ltd. Tel. Balham 6666 for Austin spares, sales and service.—209, Balham High Rd., S.W.17. [0524

AUSTIN 7 spares, 1922-38, practically everything in stock, new and second-hand.—Price, Three Shires Oak, Bearwood, Birmingham. [3708

AUSTIN 7 spares, any year, any part, largest stockists in U.K.; exchange units.—Try Northwood's first. 45-47, Newington Causeway, S.E.1. Hop. 2852, 2820.

BROCKHURST GARAGE.—Harrow agents for Austin; sales, service, spares, reconditioned units.—Uxbridge Rd., Harrow Weald, Middlesex. Tel. Grimsdyke 561. [0203

NEW gears, suitable 7-10hp, etc.; reconditioned exchange gear boxes, repairs; trade discount.—Tarrant & Fraser, 10, Winchester Mews, N.W.3. Pri. 2647. [0196

AUSTIN spares and vehicle parts, new and replacement units from the largest stock in South London, free delivery in many areas.—Wimbledon Motor Works, Ltd., 29, High St., S.W.19. Wim. 0123. [0414

PRYNN & STEVENS, Ltd., the South London Austin depot, full range of parts and units in stock; exchange engines, gear boxes, pumps, clutches, carburettors, brake shoes and electrical units from stock, repairs and service to Austins exclusively.—57, Acre Lane, S.W.2. Brixton 1155. [0184

BENTLEY (3½ & 4¼-litre)

J
B
JACK BARCLAY Ltd.,
LARGEST official retailers of Bentley and Rolls-Royce; stock list of used models on request to
12-13 St. George St., Hanover Sq., London, W.1. Tel., Mayfair 7444
JACK BARCLAY, Ltd. [0067

DICKS.
1934 Bentley 3½-litre sports saloon; £950.
DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [2446

FRANK DALE offers
BENTLEY, September, 1934, foursome drop head coupe, excellent order; £1,075.—66, Princes Gate Mews, Exhibition Rd., S.W.7. Ken. 6860. [8059

H
R
H. R. OWEN Ltd.
17, Berkeley St.,
GREAT BRITAIN'S leading specialists in Rolls-Royce and Bentley cars.
PROUD members of the Swain Group.
A NATIONAL Motoring Organisation.
1950 Bentley Mark VI sports saloon (SR) by Freestone & Webb in black and heron with gold waistband, upholstered in beige leather, in showroom condition throughout.—Ref. H.7648.
1949 Bentley Mark VI Standard steel sports saloon (SR) by Bentleys in black with pleated fawn cloth upholstery, picnic tables, compacts, wheel discs, bumpers with over-riders.—Ref. H.7043.
1948 Bentley Mark VI 2-door saloon (SR) by James Young, in green with beige hide, bumpers with over-riders and valances, twin cigarette lighter to rear, immaculate throughout.—Ref. H.7460.
1947 Bentley 4¼-litre Mark VI drop head coupe by H. J. Mulliner in blue with blue tapestry upholstery, many extras, a beautiful car in showroom condition throughout.—Ref. H.7325.
ALL cars carry our unique six months' guarantee, unless otherwise stated at time of purchase; please write or 'phone for details to:—
H. R. OWEN, Ltd.,
17, Berkeley St.,
LONDON, W.1
TEL. Mayfair 9060. [2901

FOX
OFFICIALLY appointed Rolls-Royce and Bentley retailers. Special retailers of H. J. Mulliner coachwork, have a special display of completely reconditioned Mark VI Bentley saloons of all years, including the undermentioned:—
1950 Standard steel saloon, black and grey, brown leather, 12,000 miles.
1949 Standard steel saloon, grey with grey leather, 28,000 miles.
H. A. FOX & Co., Ltd., 3-5, Burlington Gardens, Old Bond St., London, W.1. Tel. Regent 7687.
FOX. [2898

RIPPON.
RIPPON.
RIPPON BROS., Ltd.
NORTHERN Bentley Specialists
1949 (Dec.) Mark VI Park Ward drop head 4-seater coupe, metallic grey with grey leather.
1949 (June) Mark VI Standard steel saloon, tudor grey with grey leather.
1948 (April) Mark VI Standard steel saloon, dual grey with maroon leather, wheel spats and chromium waistband.
1947 (Nov.) Mark VI Standard steel saloon, black with blue leather.
1937 4¼-litre 4-door sports saloon by Thrupp & Maberly, black with blue leather upholstery.
FOR further particulars contact the largest Bentley distributors.
RIPPON BROS., Ltd., Huddersfield 6340 (5 lines). Also at Bradford, Leeds and Sheffield. [0906

CAR MART, Ltd.
1950 Bentley Mark VI steel saloon, 6,000 miles, £6,250.
1949 Bentley Mark VI steel saloon, 21,000 miles; £4,975.
1948 Bentley Mark VI steel saloon, 15,000 miles; £4,950.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [3623

PARK WARD & Co., Ltd.,
OFFICIAL Bentley Retailers,
OFFER slightly used Bentley Mark VI cars; details on application.
PARK WARD & Co., Ltd., 473, High Rd., Willesden, London, N.W.10. Tel. Willesden 0015. [0685

JACK OLDING, of Mayfair.
OFFICIAL Rolls-Royce and Bentley retailers,
OFFER:—
1950 Mark VI Bentley standard saloon, black with beige leather.
1949 Mark VI Bentley standard saloon, black with brown leather.
1948 Mark VI Bentley standard saloon, 2 shades of grey with grey leather.
1948 Mark VI Bentley touring saloon by Hooper, maroon with beige leather.
1939 4¼-litre Bentley (overdrive) 2-door fixed head coupe with sunshine roof by Park Ward, black with beige leather.
1939 4¼-litre Bentley (overdrive) saloon by Park Ward, black and silver with brown leather.
DELIVERY of new and used cars quoted on application.
AUDLEY House,
NORTH Audley St., W.1
MAYFAIR 5242. [9696

TOM GARNER, Ltd., offer:—
1949 Bentley 4¼-litre Mark VI standard steel saloon, blue with smoke blue leather, 11,000 miles only.
1950 Bentley 4¼-litre Mark VI standard steel saloon, silver grey with smoke blue leather, many additional extras, 8,000 miles only.
TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [2803

BENTLEY (3½ & 4¼-litre)

RUSSELL MOTORS offer:—
1934 3½-litre Bentley drop head coupe by Park Ward, radio, exceptional car.
THE above car subject to any trial or examination.
RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 9288. [9056

R. C. MORTLAKE offers:—
1935 3½ Bentley Park Ward sports saloon, constantly maintained local Rolls-Royce representative, black, blue leather, new tyres, discs; £1,450.—R. C. Mortlake, 253, Kensal Rd., London, W.10. Ladbroke 3155, after 6.30 Arnold 4604. [8359

BROOKLANDS for individuality.
1948 Bentley Mark VI standard saloon, black speedometer reading 14,000.
BUY or sell your car at
103, New Bond St., London, W.1. Mayfair 8351-6. [2337

HAROLD RADFORD & Co., Ltd.,
INVITE you to call and inspect their unique selection of Bentley cars.
HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [9123

SWANMORE GARAGE, Bournemouth.
1938 Bentley 4¼ Park Ward saloon, magnificent specimen.
1936 Bentley 4¼ Connaught saloon, very attractive and well maintained.
1936 Bentley 3½ Park Ward 2-door saloon, two-tone grey, very lovely car; exchanges, terms.
SWANMORE GARAGE, 1176-1180, Christchurch Rd., Boscombe. Tel. Southbourne 1022. [2909

H. M. BENTLEY & PARTNERS Ltd.
1934 3½-litre 4-door saloon by Barker.
9, Albemarle St., London, W.1. Tel. Grosvenor 5551. [7607

GUY SALMON AUTOMOBILES, Ltd., offer:—
1937 Bentley 4¼-litre Park Ward sports saloon, black with red hide, immaculate condition; £1,850.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [3355

LARGE stock of 3½-4¼ Bentley cars for disposal.
H. R. OWEN, Ltd., 17 Berkley St., W.1. Mayfair 9060 (10 lines). [0096

COOMBS & SONS (GUILDFORD), Ltd., offer:—
1936 Bentley 4¼-litre 2-door sports saloon by Barker; £1,750.
1937 Bentley 4¼ Mulliner sports saloon, £370 overhaul by Bentleys this year; £1,775.
COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [8784

CHARLES FOLLETT, Ltd., accredited Rolls-Royce and Bentley retailers and repairers, offer:—
BENTLEY Mark VI (guarantee dated August 1950) 4-door sports sal., black, beige hide, 1 owner, 25,000 miles, perfect condition throughout; £4,650.
18, Berkeley St., W.1. May. 6266.

SERVICE works and stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936/8. [5085

BENTLEY 1948 standard steel saloon, black brown, mileage 36,000, immaculate condition; £4,950.
KIRBYS, Ltd., 52-58, Renshaw St., Liverpool. [2777

4¼-litre Bentley saloon, over £500 spent with makers, bills shown, £1,695.—Lawton-Goodman, 56, North Audley St., W.1. [1515

1937 Bentley 4¼-litre, H.K. series, streamlined 4-door saloon by Gurney & Nutting, in perfect condition throughout; £1,450.—Phone any time up to 10 p.m., Hastings 2019. [3695

1936 3½-litre Bentley Park Ward saloon, first-class condition, just repainted, black and grey, grey leather interior.—Box 3743. [3245

1949 Mark VI Standard saloon, dual grey, perfect condition, approx. 15,000 miles, one private owner; best offer over £5,500.—Box 3757. [3662

PARK WARD 1949 Bentley d.h. coupe, electrically operated hood, windows, special body, many extras, 32,000 miles, perfect; offers.—Box 3759. [3495

1950 Mark VI Bentley H. J. Mulliner saloon, black, fawn interior, 2,000 miles only.—Broadway Motors, 67, High St., Hounslow. Tel. 0175. [2944

EDWARDS & Co. (BOURNEMOUTH), Ltd., Bournemouth (Tel. 1272-3), officially appointed Bentley retailers and repairers, reliable used cars in stock. [4943

1935 April 3½-litre Barker drophead coupe, black, discs, heater, history obtained.—Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair 2941. [2966

1950 (Feb.) Bentley Mark VI standard saloon, black with brown leather, 1 owner, low mileage.—Offord, 154, Gloucester Rd., S.W.7. Fremantle 0051. [3029

1936 Series 3½-litre Bentley sports saloon by Thrupp & Maberly; fitted radio; a quite exceptionally clean car with a very attractive appearance; 69,000 miles.
ESSAM & HEWSON, Ltd., 178/184, London Rd., Sheffield 2. Tel. 52488. [2676

1936 Bentley 3½-litre 4-door Park Ward saloon, in very sound condition throughout; £1,195.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. [2825

1937 4¼ Bentley Park Ward sports saloon, cream and black, a really beautiful car, taxed to Dec., chassis No. B 107 HM; accept £1,750, or near offer for quick sale.
WADHAM GARAGES, Ltd., Weston-super-Mare. Tel. 269. After 5.30 ring Weston-s-Mare 6185. [2772

ANTHONY CROOK offers Bentley Mark VI, June 1949, 28,000 miles, one owner; £5,500.—Anthony Crook Motors, Ltd., quality car distributors, Caterham Hill, Surrey. Tel. Caterham 2232-3. [2539

BENTLEY 4¼ 1937 sports saloon, body by Mulliner, black, beige upholstery, side mounted spare wheel, small mileage, very clean inside and out, mechanically perfect, good tyres, one owner. Ace discs, any examination, reasonable price.
NEWCASTLE (STAFFS) MOTOR Co., Ltd., Brunswick St., Newcastle, Staffs. Tel. 66266 7-8. [1051

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BENTLEY (3½ & 4¼-litre)

£4950—Bentley Mk. VI Standard steel saloon, Feb., 1948, black with brown leather, loose covers, heater, demisting, etc., immaculately and fastidiously maintained and in really superb condition at a most attractive figure.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines).—Write for our post-free catalogue; hire purchase, part exchanges, free delivery; showrooms open till 8 p.m. from Monday to Saturday. [3176

BENTLEY 3½-litre 4-door Mulliner saloon, 1934-5, beautiful modern lines, swept tail, large boot, unmarked black and grey cellulose, blue interior, sliding roof, new Firestones, latest H.M.V. radio, mechanically as a Bentley should be, £1,195; exchanges.—Jones Garage, Syston, Leics. Syston 86257. [3398

BENTLEY, 1950 (July), Mark VI saloon, black, 10,700 miles, latest model, incorporating sunshine roof, air-conditioning, windscreen washing device, radio, rear wing extensions, wheel discs, loose seat covers, fitted with special bench-type front seat with glass winding window division, immaculate and indistinguishable from new, £5,750.—Wick. Hip. 1563. [3709

BENTLEY (other than 3½ & 4¼-litre)

4-litre 1932 Bentley Mulliner saloon, perfect condition, nearest £275, exchange considered.—90, Brighton Rd., Banstead, Surrey. Burgh Heath 1520. [3268

BARTLETT.—Bentley 4½-litre, actual Le Mans Birkin No. 5 car, fastest lap Ulster T.T., world records Montlhery, 500-mile race 98.8, etc., original V.D.P. body and fittings, innumerable extras, splendid condition, £675.—27a, Pembridge Villas, W.11. [3120

Bentley Cars Wanted

S
G
O
OUR demand is urgent.

OWNERS who have Bentley cars for disposal are invited to communicate with the Swain Group of Companies. London offices, H. R. Owen, Ltd., 17, Berkeley St., W.1. Tel. Mayfair 9060. Head office: Hoffmann's Garage, Ltd., Huddersfield Rd., Halifax, Yorks. Tel. Halifax 5944. [0515

C
M
THE CAR MART, Ltd., wish to purchase Bentley cars.—320, Euston Rd., N.W.1. Euston 1212. [0958

A
BENTLEY

CAR specialist for over 20 years wishes to purchase pre- or post-war Bentleys in good condition; urgently wanted, 1946-7-8 Mark VI standard saloons.

R. S. MEAD (SALES), Ltd., 42, Queen St., Maidenhead. Tel. 3481/2. [5921

J. MARSHALL

WANTED.—Bentley 3½- and 4¼-litres, all types of coachwork, any condition; immediate cash settlement.

J. MARSHALL, 469, St. Albans Rd., Watford. Tel. Garston 2360. [3467

TO Bentley and Rolls-Royce owners.

WE have a number of clients requiring used Bentley and Rolls-Royce cars; if you have a late model of either of these cars for disposal, we shall be interested to receive details.

JACK BARCLAY, Ltd.

OFFICIAL Retailers of Rolls-Royce and Bentley

12—13, St. George St., Hanover Square, W.1. Tel. May. 7444. [0770

R. C. WIMBUSH, Ltd., wish to purchase Bentley cars, especially post-war Mark VI standard saloons.

312, Earl's Court Rd., S.W.5. Fremantle 8401. [1525

ROWLAND SMITH'S the Bentley buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

LATE pre-war Bentley required privately, must be in excellent condition.—Acre Cottage, Sonning-on-Thames. [3542

WEYBRIDGE AUTOMOBILES, Ltd., officially appointed special retailers, urgently require late type Bentleys. [0540

HATTON MOTORS, Ltd., Birmingham, will buy or part exchange your 3½- or 4¼-litre Bentley.—71, Broad St. Midland 2437. [0357

BENTLEY cars wanted urgently.—Swanmore Garage, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 1022. [2903

WE are open to purchase any type pre-war Bentley cars complete or otherwise.—Compton, 69, Westow St., Crystal Palace, S.E.19. Liv. 3362. [0062

RIPPON BROS., Ltd., the Northern Bentley specialists, special retailers and repairers, wish to buy small mileage Mark VI Bentleys.—Huddersfield 6340 (5 lines). [0907

JACK OLDING, Ltd., 8-10, North Audley St., W.1., official Bentley and Rolls-Royce retailers, are interested in the purchase of Bentley cars in first-class condition. Mayfair 5242. [0813

CHARLES FOLLETT, Ltd.—Officially appointed retailers and repairers, buy good late cars.—18, Berkeley St., W.1. May. 6266. Service, works and stores, Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0592

Bentley Spares and Service

JACK BARCLAY, Ltd.

LARGEST official retailers and repairers of Bentley cars, servicing or complete overhauls, mechanical or coachwork, large stocks of spares for all types.

WORKS.—Lombard Rd., Morden Rd., Merton, S.W.19. Liberty 7222 (8 lines). [0624

CHARLES FOLLETT, Ltd., officially appointed retailers and repairers.

SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

SPARE parts

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0593

MERCHISTON MOTORS, specialists for Bentley and Rolls-Royce.—Works Director, Wilkie Wilkinson, 12-13, Merchiston Mews, Edinburgh 11. Tel. Jubilee 2785. [3941

CENTRAL GARAGE, Croydon, specialists of all Bentley and Rolls-Royce models, servicing, complete overhauls, mechanical or coachwork.—Central Garage, Tel. Cro. 7464. [6355

BOND MINICAR

1950 Bond Minicar, 7,000 miles, over 70 mpg, tax £5, new tyres, excellent condition, £265.—Box 3737. [3493

BRISTOL

R
C
WIMBUSH for Bristols

1950 Bristol 401 saloon, Cambridge grey, mileage 9,000, radio, heater and loose covers, also

1950 Bristol 400 saloon, maroon, mileage 15,000, radio, both these cars have been checked by the makers.

R. C. WIMBUSH, Ltd., 312, Earl's Court Rd., S.W.5. Fremantle 8401. [1527

UM Ltd.

UNIVERSITY MOTORS, Ltd., Joint Distributors London, Home and Eastern Counties; also Berks, Beds and Bucks.

UNIVERSITY MOTORS, Ltd., Stratton House, 80, Piccadilly, W.1. Gro. 4141. [0168

A.F.N., Ltd., offer:—

1948 type 400 Bristol saloon, many extras and fully modified.

1950 type 401 Bristol saloon, metallic grey, heater, radio, one owner, covenant expired.

FALCON Works, London Rd., Isleworth, Middlesex. (Hounslow 0011.) [3837

KEVILL DAVIES & MARCH, Ltd.

OFFICIAL Bristol retailers

41—42, Hay's Mews, Berkeley Sq., W.1. Gros. 2563. [0296

BROOKLANDS for individuality

1950 Bristol 402 coupe, maroon, exceptional throughout.

BUY or sell your car at

103, New Bond St., W.1. Mayfair 8351-6. [3331

CHARLES CRUICKSHANK MOTORS, The Centre, Bristol. Tel. 25240.—Distributors in the West for Bristol cars. Details and catalogues on request. [0490

FOR sale, Bristol 400 2-litre pale blue saloon, with cream leather, registered Oct., 1948, available end of September, wireless, 38,000 miles, £2,000.—Box 3755. [3653

1950 Bristol 401, colour grey, small mileage, in first-class condition throughout, fitted radio and heater.—Bob Gerard Cars, Abbey Lane, Leicester. Tel. 61511-2-3-4. [1816

1949 type 400 Bristol; this car has been maintained in new condition exclusively by the Bristol Aeroplane Co. regardless of expense; the car is perfect in every detail, and is offered by sole private owner for £2,250.—Box 3576. [2199

ANTHONY CROOK offers used Bristols.—Type 400 and 401; all cars offered by us have been thoroughly checked over in our specially equipped works by trained staff specializing in Bristol cars since their inception, all spares, reconditioned engines, and other units in stock ready for immediate fitting to all models; the advantages of dealing with leading distributors will be obvious; write or tel. for full details, catalogues, reprints, etc.—Anthony Crook Motors, Ltd., Caterham Hill, Surrey. Tel. Caterham 2232-3. [6343

Bristol Cars Wanted

BARTLETT, the Bristol buyers, 27a, Pembridge Villas, W.11. Bayswater 0523. [3127

A.F.N., Ltd., will purchase or accept in exchange Bristol cars.—Falcon Works, London Rd., Isleworth, Middlesex. [0476

ANTHONY CROOK purchase used Bristols on sight for cash.—Anthony Crook, leading Bristol distributors.—Caterham Hill, Surrey. Tel. 2232-3. [5049

Bristol Spares and Service

UM Ltd.

UNIVERSITY MOTORS, Ltd., Bristol distributors, 7, Hertford St., Mayfair, W.1. Grosvenor 4141.

B.S.A.

245 gns.—B.S.A. Scout, April, 1940, 10hp series 6 2-seater, ruby, maroon leather, good condition, terms, exchanges.—Rowland Smith, below.

195 gns.—B.S.A. Scout, 1936, 10hp series 3 2-seater, black, very good condition, taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [3322

£245—B.S.A. 10hp Scout sports roadster, 1938 series, front-wheel drive model, very potent little motor, goes like a bomb, full all-weather equipment, good tyres, enthusiast should not miss this attractive bargain.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines).—Write for our post-free catalogue; hire purchase, part exchanges, free delivery; showrooms open till 8 p.m. from Monday to Saturday. [3175

B.S.A. Cars Wanted

R
ROWLAND SMITH'S, the B.S.A. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

RAYMOND WAY, the hire-purchase specialists, are still buying B.S.A.s, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0839

B.S.A. Spares and Service

BASIL ROY, Ltd.—B.S.A. spares, complete stock, wholesale and retail.—161, Gt. Portland St., W.1. Langham 7733. [0144

SPARE parts for 10hp and 12/6 fluid flywheel models.—Allens, Victoria Rise, Clapham, S.W.4. Macaulay 4199 and 6252-3. [0641

BUGATTI

£525—2-litre full roller bearing supercharged Grand Prix Bugatti, fitted racing E.N.V. gearbox, sprint and long distance tanks, very fast car, 37 sec. Prescot.

BRIAN FINGLASS, Bugatti Sales & Service, 2, Pembridge Mews, Bayswater, W.11. Bayswater 3951. After 6 Tulse Hill 4755. [1972

BUGATTI

BARTLETT.—Bugatti, latest series, Type 57, fitted with 4-door semi-streamlined saloon by Figoni & Falaschi, black with fine yellow lines, beige leather interior with loose covers, quite the most modern and elegant coachwork ever fitted to this famous model, compact but roomy with unusually good luggage accommodation and superb sporting but dignified lines; this car is well-known to Bugatti owners and has won major awards in recent Concours for which it has been entered, the condition, both mechanical and coachwork is considered to be far superior to that of any other pre-war car known to us, full details and history on request, but personal inspection is strongly recommended, as no photographs or written description can fully convey a true appreciation of this quite unique and magnificent car.—27a, Pembridge Villas, W.11. Bayswater 0523. [3121

Bugatti Spares and Service

J. LEMON BURTON, Bugatti service, 3, Lonsdale Rd., Kilburn, N.W.6. Maida Vale 1331. [0071

BUICK

SIMPSON'S MOTORS offer:—

1947 Buick 4-door saloon, heater and seat covers.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), Wembley 8691-2. [2986

JOE THOMPSON (MOTORS), Ltd., offer:—

1948 Buick 51 super saloon, left-hand drive, low mileage.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4858. [5112

LIMOUSINE 1937 8-seater limousine, Master chassis, not ex-hire; £750.—Lawton-Goodman, 36, North Audley St., W.1. [1517

GATEHOUSE offer 1938 Buick saloon, superb condition; £550.—Gatehouse Motors, Ltd., Highgate Village, N.6. Mou. 4444. [2028

BUICK Super 51 saloon, first registered January 1949, every extra, beautiful condition; £1,995.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. [2823

1936 Buick 38hp saloon, division, carefully maintained, in excellent condition.—R. Hardy & Son, 55 Marylebone High St., W.1. Tel. Welbeck 1101-3. [5481

1938 Buick super eight black saloon, fitted radio, excellent condition throughout; £525.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [3590

1937 Buick 30hp saloon, black, one owner, exceptional condition, laid up during war and since 1947, mileage 34,866; £700.—Roberts, Mill House, Bramley, Basingstoke. [3646

1947 Buick Super 51 convertible, power operated hood and windows, radio, heater, most beautiful condition; £1,935.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. [2824

BUICK sloping roof 2-door 6-seat saloon, Sept. '49, beautiful looking model and condition, heater, radio, screen washer, etc.; open to any examination; cruises at 60-70 in silence; 1 professional owner; offers (after inspection) but please, no dealers.—Tel. Jackson, Fremantle 9051. [3029

CAMDEN MOTORS, Buick Dynaflow Roadmaster four-door saloon, 1949 model, registered Feb. 1950, equipped with the latest type hydramatic drive, immaculate full width six-seater body beautifully finished in lustrine maroon with ultra-modern frontal appearance, enlarged type curved wind-screen and rear windows giving the very maximum visibility, sumptuous interior fittings and upholstery in fawn broadcloth with Tygan multi-plaid loose covers, latest type "Pilot" centred instruments, radio, heater, de-misting, press-button handbrake release, automatic door lights, "traffic blinkers" and all the usual features found on this class of postwar American car, mechanical condition of the very highest order—the hydramatic drive giving a quality of performance which must be experienced to be appreciated; of all the post-war American cars in our Showrooms this particular Buick represents the cream of our selection.

CAMDEN MOTORS, Buick Super Eight saloon, 1949 model, with the Dynaflash Fireball engine with similar frontal appearance and interior fittings to the Buick described above, immaculate dark green coachwork with heavy chrome relief, recorded mileage 10,150, one owner only.

CAMDEN MOTORS, Buick Special Eight Super de-luxe saloon 1946 model, first registered March, 1948 (£10 tax), full six-seater body with "new look" mouth-organ front, wide chromed waistband extending full length of body, chromed gravel deflectors, curved clear vision rear window, loose covers, radio, heater, de-froster, flashing traffic indicators, automatic door-lights etc., maintained and serviced since first registered by London Buick distributors on behalf of one wealthy private owner, new Whitewall tyres fitted last month being the first replacements of the original tyres as fitted when car was brand new.

CAMDEN MOTORS, Buick Super Eight Century saloon, June, 1940, with full width six-seater body, stylish modern lines, syncromesh steering column gears and other postwar features, six excellent tyres, sound mechanical order, exceptional value at £595.

CAMDEN MOTORS, Buick, 31hp Carlton foursome drop head coupe 1938 model, a very fine example of this scarce and valuable model, one wealthy private owner, car actually stored six years, recent extensive mechanical overhaul by Buick distributors; £595.

CAMDEN MOTORS, Buick Super Eight Pullman limousine, 1939 model, previously privately owned, excellent appearance with original dark blue cellulose and high grade interior furnishings, steering column gear controls, built-in radio, heater, passlights, rimbellishers and many other extras, special wide face-forward occasional seats, winding division, six almost new Dunlop tyres, a first-class limousine in the mechanical condition to give a lasting period of excellent and reliable service. £895.

CAMDEN MOTORS, Lake Street, Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for our post-free catalogue of 400 cars; hire-purchase, part-exchanges, fares refunded in full to purchasers from any part of the country; free delivery anywhere in the United Kingdom, showrooms open till 8 p.m. Monday to Saturday. [3179

LIMOUSINE 1937 Double Enclosed, widest occasionals, black, excellent order, 57,000, £765. Seen:—

ALPE & SAUNDERS (100 Limousines: Lists posted), Providence Court, Grosvenor Square. Mayfair 2941. [2965

Buick Cars Wanted

CASH immediately for good Buick.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [3221

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Buick Cars Wanted

DICKS

THE Buick buyers.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [1287

BRITISH & COLONIAL MOTORS, Ltd., require good Buick cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [2148

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Buick from 1937 onwards. Wembley 8691-2. [0664

ROY GALWAY, Ltd., 21, Farm St., Berkeley Sq. (Grosvenor 4747), urgently desire to purchase modern American cars. [0436

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Buick models.—Showrooms, Buick House, Albemarle St., London, W.1. Regent 7121. [0904

Buick Spares and Service

BUICK sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0141

CADILLAC

JOE THOMPSON (MOTORS), Ltd., offer:—

1949 Cadillac saloon, hydramatic drive, choice of two, under 10,000 miles.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4858. [9461

CADILLAC Fleetwood saloon, 1949, right-hand drive, in perfect condition, low mileage.—Box 3721. [3050

CADILLAC, first reg. 1949, hydramatic drive, black, 4-door saloon, 20,000 miles, radio, etc., immaculate condition.—Dept. W.D., Gerrard 5072. [3703

Cadillac Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Cadillac from 1937 onwards. —Wembley 8691-2. [0665

ROY GALWAY, Ltd., 21, Farm St., Berkeley Sq. (Grosvenor 4747), urgently desire to purchase modern American cars. [0437

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Cadillac models.—Showrooms: Buick House, Albemarle St., London, W.1. Regent 7121. [0004

Cadillac Spares and Service

CADILLAC sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0012

CHEVROLET

SIMPSON'S MOTORS offer:—

1951 Chevrolet 4-door saloon, heater and seat covers, perfect condition.

1949 Chevrolet 2-door saloon, fitted with radio and seat covers.

1949 Chevrolet convertible, electrically operated hood, radio, heater, Bedford cord and leather upholstery, low mileage, first-class condition; for full list see under "American Cars."

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), Wembley 8691-2. [2989

JOE THOMPSON (MOTORS), Ltd., offer:—

1948 Chevrolet Fleetmaster saloon, colour maroon, low mileage, r.h.d.

LATEST model Chevrolet 4-door de luxe saloon, black, very low mileage, r.h.d.

1948 Chevrolet convertible coupe, colour maroon, electrically operated hood, low mileage, £1,600.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4858. [1033

1950 Chevrolet 4-door de luxe, radio, heater, 7,000 miles.—Gro. 9000, Ext. 642. [3480

1949 Chevrolet 4-dr. Fleetline de luxe saloon.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [2161

1951 (January) Chevrolet saloon, 4,800 miles, radio, heater, as new.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Sloane 3557. [3411

1947 Chevrolet Fleetmaster saloon, r.h.d., 24,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [2163

1949 Chevrolet 2-dr. Fleetline de luxe saloon, 16,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [2162

2800 miles, 1949 Chevrolet 4-dr. de luxe Fleetline saloon, right-hand drive.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [2160

IMMACULATE Chevrolet 2-door sedan, l.h.d., equipped with radio and heater, very imposing vehicle, first registered 1946; offers and appointment to view.—Tels. Valentine 2353, 6822, and Seven Kings 4492. [2947

1949 model Chevrolet Fleetline de luxe saloon, four-door, six-seater model with the latest type frontal appearance consisting of horizontal and verticle louves with "air scoop" topping grille between parking lights, enlarged curved windscreen and rear window, stylish and ultra-modern bodywork immaculately finished in "ice blue" with grey leather trimmed upholstery, nylon loose seat covers, built-in radio, of most magnificent tone, air-conditioning, de-froster, demister, latest type two spoke steering wheel with large chromed horn ring etc. etc., recorded mileage of 11,025 gives a clear indication of the mechanical condition which together with the performance, is practically impossible to fault.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for our post-free catalogue, hire-purchase, part-exchanges, free delivery; showrooms open till 8 p.m. from Monday to Saturday. [3189

Chevrolet Cars Wanted

DICKS

THE Chevrolet buyers.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [1288

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Chevrolet from 1937 onwards. —Wembley 8691-2. [0666

DISTRIBUTORS for Home Counties require good Chevrolet cars.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [2156

Chevrolet Spares and Service

CHEVROLET spares and repairs; for private vehicles only; distributors for London & Home Counties.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [2155

CHRYSLER

DICKS.

1939 Chrysler 24hp Wimbledon saloon, steering gear change, leather upholstery; £565.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [1298

CAR MART, Ltd.

1938 Chrysler 28hp Royal 7-seater saloon, 14,000 miles; £975.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [3630

1947 model Chrysler Windsor Six saloon, with full width six-seater bodywork, immaculate black finish with chrome relief, grey broadcloth upholstery with leather trimming to tone, nylon loose covers, radio, heater, automatic door lighting, traffic blinkers, folding-handles to window-lifts, whitewall tyres and all the usual postwar American features, maintained and serviced by London Chrysler distributors since new, mechanical condition of the very highest order.

CAMDEN MOTORS, Chrysler 19.8hp, Kew touring saloon de luxe 1937, upholstered throughout in real leather and fitted radio, good tyres and sound mechanical order; £295, see below.

CAMDEN MOTORS, Chrysler 24hp, Wimbledon saloon de luxe 1936, fitted overdrive gear, leather upholstery throughout; a powerful car with a very economical performance; £265.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue of 400 cars; hire-purchase, part-exchanges, fares refunded in full to purchasers from any part of the country; free delivery anywhere in the United Kingdom; showrooms open till 8 p.m. Monday to Saturday. [3188

Chrysler Cars Wanted

AUTO SALES (LONDON), Ltd.,

CHRYSLER distributors, will purchase all types of Chrysler vehicles.—59-65, Belsize Rd., Swiss Cottage, N.W.6. Mai. 5555/2155. [0643

ROWLAND SMITH'S, the Chrysler buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Chrysler from 1937 onwards. —Wembley 8691-2. [0667

7-Seaters 1937/38/39 Royal-Wimbledon-Dodge, privately owned Limousines required. Alpe, Providence Court, Grosvenor Square. Mayfair-2941. [6270

Chrysler Spares and Service

AUTO SALES (LONDON), Ltd.,

CHRYSLER distributors, spares for all models; exchange recondition units in stock.—58-54, Belsize Road, N.W.6. Mai. 5555/2155. [0495

CHRYSLER official service agents.

REPAIRS, spares, exchange engine service.—Church Road Eng. Co., Ltd., Hadleigh, Essex. Tel. Hadleigh (Essex) 56474/57127. [0268

CHRYSLER Specialists; repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2234.

CITROEN

CAR MART, Ltd.

1950 Citroen Light 15 saloon, heater, 7,000 miles; £1,525.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [3631

CARR BROS. offer:

1946 Citroen, 15hp, 17,000 miles, black/brown leather, perfect condition throughout; £10 tax; £850.

CARR BROS. Garages, Purley. Tel. Uplands 4811/2/3. [3367

H.W. MOTORS, Ltd.

1950 (May) Light 15 de luxe saloon, black/brown leather, 9,000 miles, one owner; £1,475.

H.W. MOTORS, Ltd., Walton-on-Thames 785 and 1477. [7764

JOHN S. TRUSCOTT, Ltd.

A COMPREHENSIVE stock of post-war Citroens is always maintained, current details on request.

EXCHANGES, deferred terms.

SKILLED Citroen service and spares always available.

173, Westbourne Grove, W.11. Bay. 4274. [3436

WORTHING MOTOR Co., Ltd., for Citroen sales, spares service.—Tel. Worthing 71. [4383

1949 (March) Citroen Light 15, black/red leather, sun roof, 1 owner, 16,000 miles; £1,100.

CONTINENTAL CARS, Ltd., Portsmouth Rd., Send, Surrey. Ripley 3122. [3026

1947 15hp Citroen saloon, colour sand, wireless, taxed year; £875.—Woking Motors (Maybury Hill), Ltd. Woking 1928. [2019

£995.—1949 Citroen Normale 15hp saloon.—Kensington 6955, or letters only to Richards, 62, Princes Gate Mews, S.W.7. [8765

39/40 drop head light 15 Citroen, a really lovely example, owned by enthusiast; first; £700.—Rudd, Mill House Farm, Birdham (297), Sussex. [3476

6-cylinder Grande-Luxe 1940 saloon, sell at £895 or consider exchange with Silverstone Healey or Citroen 15, terms arranged.—65, Victoria Rd., Worthing 4635. [3560

1939 Citroen 12 saloon, very good condition, £450; or exchange new Riley, cash adjustment.—Hallstone, Carbery Farm, Bulwick, Northants. Tel. Bulwick 223. [3161

1947 Citroen Light 15, colour sand, fitted Brooklands spring spoke steering wheel, loose covers front seats, oil coil, demister, fog lamp and reversing lamp; almost new battery; £785.—Tel. Cheltenham 3991. [3472

95 Gns., Citroen big-12 1934, 7-seater saloon de luxe, dark blue, blue leather, face-forward occasional seats; terms; exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead. (Hampstead Tube), Hampstead 6041. [3330

£395! Citroen 12hp sports 4-door saloon 1938, black cellulose with red leather interior; the famous series with the independent front wheel suspension and front wheel drive, opportunity for the enthusiast to acquire this famous marque at a very reasonable figure.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for our post-free catalogue, hire-purchase, part-exchanges, free delivery; showrooms open till 8 p.m. from Monday to Saturday. [3197

CASS'S MOTOR MART, 1940 Citroen 15 grand luxe 7-passenger saloon, superb condition, written guarantee.—5, Warren St., W.1. Euston 4110. [1519

1947 (Reg. October 1946) Citroen Light 15 saloon, black with brown leather upholstery and fitted with sliding roof, extras fitted include "fogbeter," foglamp, wipack petrol filter, Lucas screenspray, Brooklands steering wheel, in first-class order throughout; £875.—Brew Bros., Ltd. Kensington 2468. [2785

Citroen Cars Wanted

C. G. NORMAN & Co.,

CITROEN Sole Distributors for the County of London,

BUYERS of low-mileage Citroen cars.—46-52, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211.

ACE SERVICE STATION (LONDON), Ltd.

ARE anxious to purchase an unlimited number of good Citroen cars; as Citroen distributors we are able to offer extremely good prices.

NORTH Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). [0004

1949-50 Citroens wanted; please give particulars and price.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [0877

ROWLAND SMITH'S, the Citroen buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

JOHN S. TRUSCOTT, Ltd., urgently require low mileage really well-kept Citroens.—173, Westbourne Grove, W.11. Bay. 4274. [3432

Citroen Spares and Service

C. G. NORMAN & Co.,

CITROEN sole distributors for the County of London, Citroen spares and service.—50, Vauxhall Bridge Rd., S.W.1. Victoria 2211. [0756

SOUTH of the Thames.

BALES of Croydon.—Distributors and specialists for over 25 years. Tel. Croydon 3131-2. [0187

BRING your used cars to the Citroen specialists, we will recondition as new.

THE HEADINGLEY MOTOR & ENG. Co., Ltd., 8, Otley Rd., Leeds. Tel. 52627-8. 'Grams: Trubie.

WIDCOMBE GARAGES, Ltd., Pulteney Rd., Bath 4862.—Citroen spares, reconditioned drive, trains 48-hr. service. [6161

SHRIMPTON'S MOTORS, Ltd., London Distributors, Head office and showrooms—242-244, Brompton Rd., S.W.3. Kensington 9464.

SPARES and service—47, Montrose Place, Halkin St., Hyde Park Corner, S.W.1. Tel. Sloane 5490. [0727

WOODFORD CAR MART, Essex distributors for Citroen cars; sales, service and reconditioning.—Woodford New Rd., Woodford Green, Essex. Buckhurst 0017. [0200

E. PASCALL (GUILDFORD), Ltd., sole distributors for West Surrey; spares and specialised service.—Stoke Fields Service Station, Stoke Fields, Guildford. Tel. 2274/5/6. [0518

CITROEN.—We are distributors for N.W. Kent and specialise in reconditioning these cars; front drive assemblies fitted from stock.—Barnehurst Garage, Ltd., Bexleyheath 725. [0746

BOWES ROAD GARAGE & ENGINEERING Co., Ltd., Bowes Rd., N.11 (Bow 2284), specialists on Citroen body repairs and mechanical overhauls, swivel joints reconditioned 48-hr.; all spares stocked. [0564

DAIMLER

CAR MART, Ltd.

1947 Daimler 2½-litre saloon, 12,000 miles; £1,525. —Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [3615

BROWN'S for Daimlers.

1940 Daimler 2½-litre saloon de luxe, low mileage, exceptional condition; £695.—Brown's Garage, Loughton (Essex) 4119. (Tube.) [7110

J. MARSHALL offers:—

1938 Daimler Straight 8 31.7hp 4-door saloon with division, black, brown tapestry; £495.

J. MARSHALL, 869, St. Albans Rd., Watford, Herts. Tel. Garston 2369. [9857

STRATSTONE, Ltd., Daimler Specialists.

DAIMLER 36hp Freestone & Webb touring limousine (1948), black with fawn cloth, 14,000 miles, as new; £4,250.

DAIMLER 2½-litre saloon (1950), grey with red leather, radio and heater, one owner; £2,100.

DAIMLER 2½-litre saloon (1949), black with green leather, chauffeur driven and maintained; £1,925.

DAIMLER 2½-litre saloon (1948), black with brown leather, most attractive condition; £1,775.

DAIMLER 2½-litre saloon (1947), black with blue leather, appearance and performance equal to new; £1,650.

DAIMLER 32hp limousine (1936), blue and black with cloth to rear, a roomy 7-passenger car in good order throughout; £825.

STRATSTONE, 40, Berkeley St., W.1 (Mayfair 4404); Service: 7, Herbrand St., Russell Sq., W.C.1 (Terminus 7464). [2894

DAIMLER 1946 2½ saloon, black and brown, radio, £10 tax; £1,325.—S., 8, Queen's Rd., Weybridge 66. [2122

1949 2½-litre Daimler, perf. con., grey, blue leather, htr., demisters, wireless; £1,875. Rav. 1320. [3469

DAIMLER 1935 15hp sports saloon, extremely good condition overall, ideal family or hire car; £275.—Box No. 3720. [3386

1949 (Nov.) Daimler 2½-ltr. d/h coupe, green; £1,900.—C. A. Peto, Ltd., 42, North Audley St., W.1. May. 3051. [3059

1931½ Daimler 20.09hp, good tyres, spare engine and parts; £125 or near offer.—Crook, 71, Victoria Rd., Exmouth, Devon. Tel. 3324. [2951

CASS'S MOTOR MART.—Daimler 1940 24hp saloon, black, heater (makers' director's car), 29,000 miles, written guarantee.—5, Warren St., W.1. Euston 4110. [2437

DAIMLER 2½-litre saloon, Jan. 1949, mileage 22,500, immaculate condition, 1 owner, fitted with radio, heater, colour black with blue leather.—Tel. Tid. 4155. [3689

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

DAIMLER

1950 (April) Daimler 2½-litre saloon, black, radio, heater, loose covers, screen washer and other extras, c.500 miles.—Ernest Sutton. Tel. Rogate 4 (trade only). [3101

SPINK (BOURNEMOUTH), Ltd., engaged exclusively in the distribution of Daimler and Lanchester cars, consult us when buying or selling; all spares and every service.

DAIMLER House, Bournemouth. Tel. 5405. [0544

1949 (Nov.) Daimler 2½-litre drop head coupe, 7,000 miles, in new condition throughout.—Sidney Marcus, Ltd., 35, Sloane St., S.W.1. Tel. Sloane 3557-6979. [7154

1947 Daimler 2½-litre sunshine roof saloon, perfect condition, seen London or Cobham, nearest offer £1,450.—Tel. Renown 5951 business hours, or Cobham 737 evenings. [2867

1948 Daimler 2½-litre saloon, colour black, brown leather upholstery, loose covers, taxed Dec., car unmarked. £1,425.—Simm, 19, Bennett Rd., Higher Compsall, Manchester, 8. [3164

1947 Daimler 27hp 6-cylinder limousine, Windover body, 6/8-seater, blue/black, large luggage boot, mileage 20,000, a handsome carriage.—Finglands, Ltd., 281, Wilmslow Rd., Manchester, 14. Tel. Rusholme 2994. [2750

375 ans.—Daimler New-15, July 1957, 16.2hp, 4-door sports saloon, black, sliding head, red leather, pneselecto, Philco radio, very good condition, terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead. (Hampstead Tube). Hampstead 6041. [3329

LIMOUSINE 1936 Straight-8 32hp Hooper, partition, widest occasions, black, desirable carriage.

1938 Limousine 24hp partitioned, widest occasionals, privately owned, excellent throughout, black.

HEARSE 1951 magnificent Bearer 5-door Coachwork on Daimler Straight Eight chassis, exceptional mechanically, guaranteed by certificate, reasonable cost. Seen.

ALPE & SAUNDERS (100 Limousines: Lists posted), Providence Court, Grosvenor Square, Mayfair. 2941. [2964

Daimler Cars Wanted

CASH immediately for good Daimler.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [5222

BRITISH & COLONIAL MOTORS, Ltd., require good Daimler cars.—Upper St. Martin's Lane, W.C.2. Tem. 3566. [2140

C. A. PETO, Ltd., 42, North Audley St., W.1, urgently require post-war small mileage Daimler cars in first-class condition.—May, 3051. [3045

LIMOUSINES modern 24hp, also 8-cyl-32, urgently required cash waiting, details please.—Alpe & Saunders, Providence Court, Grosvenor Square, Mayfair. 2941. [6271

Daimler Spares and Service

ARCOT MOTORS, Ltd.

ARCOT MOTORS, Ltd.—Preselector gear boxes exchanges and repairs.—169, Fulham Rd., S.W.3, Kensington 7301. [0256

DAIMLER and Lanchester spares.—Large stock of spares for most specialists in spares unit, gaskets, etc.—for the Daimler sleeve valve series.—Allens, Victoria Rise, Clapham, S.W.4. Macaulay 4199 and 6252-5. [0460

DELAGE

SELBORNE (MAYFAIR), Ltd.

1949 model D6-75 sedanca convertible coupe, negligible mileage, £2,595.

1939 4-door sports saloon D6-75, one owner, perfect condition, £795.

1937 convertible coupe D8-120, English coachwork, £775.

82, Park St., W.1. [2082

CHIPSTEAD MOTORS, Ltd., offer:—

DELAGE D.6.70 late 1954, very beautiful streamlined saloon. Total electric gear box, over £400 spent recently, hydraulic jacking, twin pass lamps, new Newton shock absorbers, showroom condition.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253. 7154. [9056

Delage Spares and Service

SELBORNE (MAYFAIR), Ltd., concessionaires for G.B. Brit. Empire, U.S.A., rapid engine and body repairs, parts in stock.—82, Park St., W.1. [0660

DELAHAYE

POTTER RICHARDS & CARR offer:—

1948 9 Delahaye 135m 4-str. 2-door coupe, specially tuned three-carburetter engine, Cotal gear box, over 110mph, one of the most elegant cars on the road, finished in steel grey, with three-position hood, superb comfort and road holding, magnificent brakes, breath-taking acceleration, runs very well on 100.

KENSINGTON 6955, or letters only to Richards, 62, Princes Gate Mews, S.W.7. [2265

BARTLETT-DELAHAYE 1949 135 competition 100 mph chassis, fitted most attractive drop head coupe body with two-position hood, finished in red with chromium-plated wheels, full works report, small mileage, £2,600.—27a, Pembridge Villas, W.11. [3122

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3, offer Delahaye 1950 show model 175M streamline foursome drop head coupe with 3-position hood, Cotal electric gearbox, negligible mileage, very high performance, one of the prettiest Delahayes on the road, car as new.—Tel. Flaxman 0052/7253-7154. [2982

Delahaye Cars Wanted

CHIPSTEAD MOTORS, Ltd.—Service and overhauls carried out by experts.

CHIPSTEAD MOTORS, Ltd., always buy good Delahayes.—Onslow Garage, 197, Fulham Rd., Kensington, S.W.3. Flaxman 0052. [9619

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SELBORNE (MAYFAIR), Ltd., concessionaires for G.B., Brit. Empire, U.S.A., rapid engine and body repairs, parts in stock.—82, Park St., W.1. [0659

D.K.W.

D.K.W. cabriolet, 1954, reconditioned throughout, taxed December; £325.—4, Essex Rd., London, N.1. Canonbury 5496. [3145

1938 D.K.W. saloon, in exceptional condition, new tyres, very economical, 45-55mpg., taxed; £315.—Derrington, 159, London Rd., Kingston 5621. [9301

B. & M. GARAGES, Ltd., for super reconditioned D.K.W. cars and guaranteed spares; brand new crankshafts, sleeved cylinder blocks; both items on exchange basis, plus packing, etc.; repairs and overhauls our specialty.—B. & M. Garages, Ltd., 42a, St. Michaels St., W.2. Paddington 6877. [0016

D.K.W. Spares and Service

NEW big-ends and mains fitted to D.K.W. crankshafts.

C. F. SMITH & Co., 83-85, St. John's Hill, Clapham Junction. Bat. 0671. [0066

DODGE

£585.—1940 24hp Dodge saloon, new look front, steering column change, 1950 radio, leather interior, bargain.—Brac Motors, 160-164, West End Lane, N.W.6. Hampstead 6490. [5684

Dodge Spares and Service

DODGE specialists, repairs, spares, exchange engines.—Church Road Engineering Co., Ltd., Dodge Distributors, Hadleigh, Essex.—Tel. Southend-on-Sea 58474/57127. [0192

DODGE specialists, repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2234. [0562

FIAT

1938 Fiat 500 convertible coupe, extremely nice car, clean appearance, £355.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common, Battersea 5573. [2448

FIAT 500, 1938, rebored new hood, tyres, axle gears, carpets, £275.—50, Powell St., Derby. [2949

1939 Fiat 1100, very good condition.—Herbert & Mills, Ltd., 75, St. Portland St., W.1. Langham 5506-7. [7087

FIAT 500, grey coupe, owner desires part exchange for 4½-litre Lagonda, Alvis, Railton or similar car.—Full details given Box 3678. [2795

FIAT 500, respayed maroon, rechromed, mech. sound, body perfect, looks and runs like new, inspection invited, 4 good tyres; nearest £500.—Byron 3028. [3442

1949 Fiat 500cc B ohv, one owner, probably only one available in G.B., £550.—S. and S. Motors, 165a, Westbourne Grove, W.11. Bay. 1644. [2726

C. V. RUSHMER, The Fiat Specialist, offers 1950 500 C/C coupe (this model, new condition; also pre-war guaranteed rebuilt models.—59, Holland Park, W.11. Park 5731. [3002

WALTER SCOTT, Ltd.—1939 Fiat 500 convertible coupe, recent overhaul, excellent condition, £335, terms, exchanges.—59, Colbeck Crescent, Hampstead, N.W.3 (Finchley Road Tube). Pri. 5914. [7146

295 ans.—Fiat 500 (August, 1937) coupe, grey, blue leather, good tyres, carefully used, excellent condition, terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead. (Hampstead Tube.) Hampstead 6041. [3315

MAYFAIR GARAGES, Ltd., for your Fiat, fully reconditioned 2nd series (1939 to 1940) 500 de luxe convertibles in various colours or in primer grey for finishing to customers' own requirements, three months' guarantee; two-seaters £445, four-seaters £465, now available for immediate delivery.—Below:—

MAYFAIR GARAGES, Ltd.—Fully reconditioned fixed head coupes in black and maroon or grey, three months' guarantee, £425, available 2 weeks.—Below:—

MAYFAIR GARAGES, Ltd., always hold a large selection of Fiats in stock from £225 to £425 in various colour schemes.—Below:—

MAYFAIR GARAGES, Ltd.—April, 1949, model 500B genuine Italian body, Belvedere station wagon, standard finish, small mileage, one owner since new, extremely small vehicle, three months' guarantee; £795.—Below:—

MAYFAIR GARAGES, Ltd.—1947 (reg. 1949) 500 convertible coupe in standard Fiat green, small mileage, three months' guarantee; £550.—Below:—

MAYFAIR GARAGES, Ltd.—1939 model 1,100 508C 4-door pillarless saloon, all black with beige leather upholstery, rebored engine, very fine road performance, smart car in excellent condition throughout, 3 months guarantee, £395.—Below:—

MAYFAIR GARAGES, Ltd.—July, 1939, 500 convertible 4-seater saloon, blue, blue leather upholstery, good tyres, carefully used, excellent condition throughout, 3 months' guarantee, £395.—Below:—

MAYFAIR GARAGES, Ltd.—1938 500 convertible coupe de luxe, red, excellent condition throughout, 3 months' guarantee, £265.—Below:—

MAYFAIR GARAGES, Ltd.—Our aim with Fiats is to offer the best possible standard of condition combined with mileage and competitive prices.—Below:—

MAYFAIR GARAGES, Ltd.—21 Fiats in stock; send for descriptive list and copy of "The Autocar" road test report.—Below:—

MAYFAIR GARAGES, Ltd.—Fiat sales, service and repairs by skilled British and Italian Fiat mechanics.—Below:—

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Fiat Cars Wanted

ROWLAND SMITH'S, the Fiat buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0933

FIAT 1,100 or 4-seat 500 wanted.—Sea Vista, Mill Lane, Worthing. [3582

MAYFAIR GARAGES, Ltd.—Particularly good cash buyers of all models Fiat, because we sell more Fiats yearly than any other car in the country; telephone or write for buyer to call.—Mayfair Garages, Ltd., Balderton St. (opp. Selfridge's clock), Mayfair, W.1. Mayfair 3104-5. [0695

Fiat Spares and Service

FIAT 500cc genuine Fiat spares, reconditioned engines, gear boxes, starters, dynamos, etc., guaranteed repairs.—S. & S. Motors, 165a, Westbourne Grove, W.11. Tel. Bay. 1644. [0136

FIAT (ENGLAND), Ltd., Water Rd., Wembley, sole licensees for the United Kingdom, are only source of genuine Fiat spares and service.—Tel. Perivale 5651. Grams. Fiat, Wembley. [0909

B.D.J. (ENGLAND), Ltd., offer exchange engines fitted same day, own engines reconditioned 7-10 days, new and used engine chassis and body parts.—65, Lowlands Rd., Harrow, Mvr. 6029. [0525

Fiat Spares and Service

FIAT 500, 1100 and 1500 full range of spares, reconditioned engines, gear boxes suspensions, dynamos, starters, radiators, in exchange, spare wheel covers, luggage carriers, supercharger sets, Metric spanners, complete servicing all models.—Derrington, 159, London Rd., Kingston 5621-2. [5050

FORD (8 h.p.)

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1948 Ford Anglia saloon, colour beige, with leather cloth upholstery, reconditioned engine fitted by us, 29,520 m.les, £675.

1950 Ford Anglia saloon, green with beige leather cloth, Pye radio fitted; £765.

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [9055

NEWNHAMS, Ltd.

1949 (Oct.) Ford Anglia saloon, beige, low mileage; £675.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [2620

PERRY'S OF HARROW

HAVE an excellent selection of post-war 8hp saloons available.

PHONE Harrow 1031 for details.

W. HAROLD PERRY, Ltd., Station Bridge, Wealdstone, Harrow, Middlesex. [0099

CYRIL SHEPPARD offers:—

1950 Ford Anglia, 3,540 miles, black and red, fitted radio, Windtone horns, extra mirrors, roof luggage rack, defractor, rear covers, extra mats, Masvor spot light, wheel embellishers, Ace oil filters, whole car unmarked; £795.—102, Kings Rd., Reading. Tel. Reading 2712. [5540

RUGBY AUTOCAR Co., Ltd.

MAIN Ford Dealers, offer:—

1949 Anglia saloon, black; £650.

1947 Anglia saloon, black; £575.

1946 Anglia saloon, black; £510.

WRITE for lists.

CLIFTON Rd., Rugby. Tel. 3322-3-4. [1651

ALLAN TAYLOR MOTORS, Ltd., offer

FEBRUARY, 1940 Ford Anglia saloon, excellent condition, completely reconditioned; £420.

APRIL, 1950 Ford Anglia, 6,000 miles; £775.

HIGH St., Wandsworth, S.W.18. Vandyke 4424 (5 lines). [2618

DAGENHAM MOTORS, Ltd., Ford main dealers.

1950 Ford Anglia saloon, black, 4,000 miles, choice of three.

1950 Ford Anglia saloon, beige, 9,000 miles, choice of two.

1949 Ford Anglia saloon, black, 11,000 miles.

56 Park Lane, W.1. Regent 4866; and 374, Ealing Rd., Alperton, Middx. [9534

FORD 8 saloon, 1947, complete engine overhaul, easy terms, self-finance; £595.

WITHAMS MOTORS, Ltd., 18, Balham Hill, S.W.12. Battersea 8240-5769. [3281

1948 Ford Anglia saloon, black, recond. engine fitted, taxed; £625.

MAKIN & HARRISON (MOTORS), 492-6, High Rd., Chiswick. Chiswick 0554-2619. [3164

ANGLIA, late 1947, black, excellent condition, taxed, genuine offer; £510.—Romford 5146. [3447

1947 Ford Anglia saloon, black, reconditioned engine, 3 months' guarantee; £595; also

1946 Ford Anglia saloon, black, brown interior, a good car, £550.

FERRARIS OF CRICKLEWOOD, Ltd., 203-220, Cricklewood Broadway, N.W.2. Gla. 2254. [1606

CATERHOUSE offer 1939 Ford 8 saloon, £375.—Gatehouse Motors, Ltd., Highgate Village, N.6. Mud. 4444. [2984

1947 Ford 8 Anglia saloon, colour black, maroon upholstery, superb condition, taxed year, 529cns.

RAYMOND WAY, of Kilburn, hire purchase specialist, has 200 good used cars under £400. Maida Vale 6044. [3217

£165.—1937 Ford 8 popular saloon, sound runner, tyres with good tyres, coachwork requires respray, unrepeatable bargain.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines); write for our post-free catalogue, hire-purchase, part-exchanges, free delivery; showroom open till 8 p.m. from Monday to Saturday. [3200

CASS'S MOTOR MART.—1940 Ford Anglia saloon, immaculate condition, written guarantee.—5, Warren St., W.1. Euston 4110. [2454

1951 (rebuilt) Ford 8 saloon, mist green, 800 miles only, tested and absolutely perfect; almost entirely new; £695.—Box 3704. [2877

ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1. Langham 1594-5.—1946-8 Ford Anglia saloons, low mileage, all guaranteed; also earlier models. [0574

BRUTONS, Ltd.,—1938 Ford 8 2-door saloon, new engine, excellent condition; £350.—18-14, Osten Mews, Emperors Gate, S.W.7. Western 1242. [1322

1937 Ford 8 saloon, in very good condition throughout, our taxed, £220.—Garage Service Co., Hoop Lane, Golders Green, N.W.11. Speedwell 5308. [3591

695 ans.—Ford Anglia (November, 1949) 8hp saloon, green, one careful owner, small mileage, exceptional condition, terms, exchanges.—Rowland Smith.—Below.

225 ans.—Ford 8 (Nov., 1937) saloon, black, green upholstery, good condition, terms, exchanges.—Rowland Smith.—Below.

495 ans.—Ford Anglia (September, 1946) 8hp saloon, black, excellent condition, taxed; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead. (Hampstead Tube.) Hampstead 6041. [3316

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD (8 h.p.)

FORD Anglia 1949 (April), fitted 10hp engine, giving excellent performance, regularly serviced and maintained, £625.—Grice & Young, Ltd., Christchurch. [1852

1947 (March) Ford 8 Anglia saloon, black, privately owned, seat covers, low mileage, like new throughout, £525.—548, King St., Hammersmith, Riverside 2837/8. [3056

£350.—1938 9 Ford 8 saloon, excellent condition, choice of two.—G. P. (Balham), Ltd., 46, Balham Hill, S.W.12 (100 yards Clapham South Tube), Batt. 1107-8-9. [2062

£365.—1938 Ford 8 de luxe saloon, beautifully maintained, recently overhauled cost £65, including new engine, excellent value, 3 months' guarantee, hire purchase, exchanges.

LAMBS (OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [2625

WALTER SCOTT, Ltd., 1949 Ford Anglia, beige, low mileage, unmarked, one owner, £685, terms, exchanges.—89, College Crescent, Hampstead, N.W.3. (Finchley Road Tube.) Pri. 5914. [3525

ANTHONY CROOK offers 1949 Ford 8hp Anglia, one owner, black, loose covers, very good condition throughout.—Anthony Crook Motors, Ltd., Caterham Hill, Surrey. Tel. Caterham 2232-3. [3390

570 gns.—1948 Ford Anglia saloon, black leather, reconditioned engine (February, 1951), immaculate condition, £195 deposit.—George Clarke (Motors), Ltd., 276, Brixton Hill, S.W.2. Tulse Hill 5211. [3745

1947 Ford Anglia, in 100% condition mechanically, black with brown upholstery, fitted with loose covers, in excellent condition, cellulose and chrome as new and tyres very good, price £565; exchanges or terms.

MARBLE ARCH MOTOR SUPPLIES, Ltd., Lower High St., Watford. Tel. Watford 4491. [2958

1946/7 Ford Anglia, black, red interior, fitted new loose covers, chrome spot lamp, trafficators, new engine (just run in), in unblemished and superb condition throughout, fully guaranteed, terms and exchanges; £495, taxed yearly.—Maidstone Eng. Co., Cross St., Pendleton, Manchester. Tel. Pen. 3457. [3467

Ford Eight Cars Wanted

I REQUIRE post-war Ford 8 urgently.—50, Rycroft Rd., S.W.16. Tulse Hill 1288 (day). [0726

CASH buyers of low mileage Ford 8s; distance no object.—Hattons, Lord St., Southport. Tel. 2268.

ROWLAND SMITH'S, the Ford 8 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041.

RAYMOND WAY, the hire-purchase specialists, are still buying Ford 8s, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0640

FORD (10 h.p.)

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1950 Ford Prefect, grey, cloth upholstery, 19,181 miles, £925.

1949 Prefect saloon, beige, brown leather, mileage 6,411, £940.

1950 (May) Ford Prefect saloon, green, cloth upholstery, 15,755 miles, £925.

1939 Ford Prefect drop head coupe, black, leather upholstery, £495.

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [0993

DICKS.

1948 Ford 10 saloon, definitely unmarked, £750.

DICKS CAR SALES, Ltd., 595-601, High Rd., Kilburn, Maida Vale 6888-9. [6346

PERRY'S OF HARROW

HAVE an excellent selection of post-war 10hp saloons available.

PHONE Harrow 1031 for details.

WHAROLD PERRY, Ltd., Station Bridge, Wealdstone, Harrow, Middlesex. [0100

ROUNDABOUT offer:—

1947 Ford Prefect, black with red leather upholstery, £695.

ROUNDABOUT GARAGE, Western Avenue, Greenford, Middx. Waxlow 1071-5. [2037

SIMPSON'S MOTORS offer:—

1949 Ford Prefect 4-door saloon, excellent condition.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), Wembley 8691-2. [3014

HA. SAUNDERS, Ltd., offer:—

1950 Ford Prefect saloon, green with green leather upholstery, 10,000 miles, £945.

836/842, High Rd., N.12. Hillside 0024. [2852

RUGBY AUTOCAR Co., Ltd.,

RMAIN Ford Dealers, offer:—

1949 Prefect saloon, black, red leather; £875.

1948 Prefect saloon, beige; £750.

1947 Prefect saloon, black, cloth; £650.

WRITE for lists.

CLIFTON Rd., Rugby. Tel. 3322-3-4. [3430

PALMERS MOTORS, Ltd., offer:—

1948 Prefect saloon, black, excellent condition throughout, £685.

1947 Prefect saloon, black, new engine just fitted, £665, exchange and terms.—53, York St., Twickenham. Popesgrove 1690. [3565

PHILIP RICKARDS, Ltd., offer:—

1949 Ford Prefect saloon, black, 1,500 miles.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-5. [2542

CM.I. CAR SALES (Pri. 6823) offer:—

1948 model Ford Prefect 4-door saloon, recond. engine, one owner.—Swiss Cottage Finance, N.W.3. [3123

FORD (10 h.p.)

ALLAN TAYLOR MOTORS, Ltd., offer

SEPTEMBER, 1948 Ford Prefect; £775.

HIGH St., Wandsworth, S.W.18. Vandyke 4455 (5 lines). [2617

WEMBLEY COURT MOTORS offer:—

1947 Ford 10 saloon, leather upholstery, in exceptionally fine condition throughout, outstanding bargain; £675.

1948 Ford 10 saloon, leather upholstery, low mileage, one owner, £725.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [3466

W. J. BROWN, Ltd., used Ford specialists.

1949 (July) Ford Prefect saloon, green, green leather, 14,000 miles; £855.

1947 (May) Ford Prefect saloon, black, leather upholstery, one owner; £675.

W. J. BROWN, Ltd., Ford Main Dealers.

339 Finchley Rd., N.W.3. Hampstead 4414. Adjacent Finchley Road Stations. [3367

JOE THOMPSON (MOTORS), Ltd., offer:—

1949 Ford Prefect saloon, colour black, brown leather interior, fitted radio, wheel discs, spotlights, roof luggage carrier, small mileage, £855.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4858. [3124

DAGENHAM MOTORS, Ltd., Ford main dealers.

1950 Ford Prefect saloon, black, 5,000 miles.

1950 Ford Prefect saloon, green brown, 5,000 miles.

1948 Ford Prefect saloon, black green, 19,000 miles.

56 Park Lane, W.1. Regent 4866, and 374, Ealing Rd., Alperton, Middx. Perivale 5588. [3652

1939 Ford Prefect saloon, 4-door, leather, sunshine roof, good order; £495, also

1948 Ford Prefect saloon, black, brown leather, car in very good condition; £750.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [1602

1949 Prefect saloon, spotless, £845.—Mitchell, 1, Balham High Rd., S.W.12. Balham 2254. [3859

FORD Prefect, 1949, black, brown leather, 17,000, several extras; £840, near offer.—Tel. Romford 3212. [3156

1949 (Sept.) Ford Prefect saloon, leather, 11,000 miles; £885.—Cranmore, Te. Potters Bar 2040. [3155

1938 Ford 10hp tourer, splendid condition throughout, taxed December, 1951; 295gns.—Macauley 1265.

1947 Ford 10 de luxe saloon, in nice order throughout; £645; 3 months' guarantee, terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5774. [3285

ROYS AUTOMOBILES, Ltd., offer 1950 series Prefect R saloon, 14,000 miles, £625.—127, Parkway, N.W.1, Euston 2700. [3601

1950 (Nov. 1949) Prefect, black, carefully used, and serviced, £850.—Campbell Symonds, Wembley 6262. [7155

1950 (July) Ford Prefect, black, leather upholstery, as new; £865.—Grove Motors, North Rd., Southall 3477. [8154

1946 Ford Prefect 4-door saloon, colour black, brown upholstery, exceptional condition, taxed year; 549gns.

RAYMOND WAY of Kilburn, hire purchase specialist, has 200 good used cars under £400. Maida Vale 6044. [3213

1939 saloon, immaculate coachwork, engine rebored, new gear box, axle steering; £435, buying 1hp.—Cobham 5152. [3643

1950 Ford Prefect saloon, black with beige upholstery, 2,600 miles only, £905.—Brew Bros., Ltd., Kensington 2468.

1949 Ford Prefect sal., green, 4,000 miles, ex. cond. —Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 5338. [2831

ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1. A Langham 1594-5.—1946-8 post-war Prefect saloons, low mileage, all guaranteed.

1947 Ford 10 4-door saloon, almost spotless, one owner, £625.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [8489

1948 Ford Prefect saloon, black cloth upholstery, new engine just fitted; £665.—Pinner, 1, Broadwalk, South Woodford, E.18. Wanstead 4141. [2880

FORD Prefect saloon (Jan., 1949), 5,000 miles only, spotless condition, one owner, black and red, £850. —Golly's Garage, Earls Court Rd., S.W.5. Probisher 0065. [3819

EXCEPTIONALLY fine Prefect Ford saloon, only 10,200 miles, fitted loose covers and unmarked; £845; unusual bargain; exchanges or terms.

MARBLE ARCH MOTOR SUPPLIES, Ltd., Lower High St., Watford. Tel. Watford 4491. [9858

1948 (reg. 1949) Ford Prefect, black with brown leather, splendid condition throughout, £715. —Pantiles Service Garage, London Rd., Guildford 5526. [2535

1949 Ford Prefect saloon, low mileage, a really nice car; £885.—Smith and Hunter, Ltd., 576, Kensington High St., London, W.14. Tel. Western 2512. [3291

£265.—1937 Ford 10hp 4-door saloon, clean condition, £40 extra, bills available.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [3672

1948 Ford Prefect sal., 20,000 miles, beige, brown leather, one owner, exc. cond., £740.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 5338. [2832

1940 Ford Prefect saloon, finished in black with leather interior, excellent condition; £465.—Grove Garage & Motors, 522, Fore St., Edmonton, N.9. Tot. 4162. [3403

1938 Ford 10hp 4-door saloon, one owner, very good road performance with clean interior and exterior, taxed to end of year, any trial; £395, or near offer. Liberty 3572. [3409

1939 Ford Prefect, 4 doors, good condition, new engine 12 months ago, upholstery very good, tyres good, offer over £400.—Mr. D. Hart, South Luffenham, Oakham, Rutland. [3656

FORD (10 h.p.)

AVAILABLE to the trade, low mileage 1950 Ford Prefect.—Gerry Browne Motors, 55-57, South Edwardes Sq., Kensington, London, W.8. Temporary Telephone No. Western 2269. [0712

1950 model Ford Prefect, black, leather, covers, heater, one owner; £895, choice of two.—Hendon Central Garage, Ltd., 44-46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1423-4. [4093

£925.—Ford Prefect saloon, green, Nov. 1949, 12,000 miles, loose covers, rubber mats, heater, Notex lamp, unmarked, spare and tools unused.—Beenhams Farm, Waltham St. Lawrence, Twyford, Berks. [2798

TANKARD & SMITH, Ltd., offer 1949 (October) Ford Prefect saloon de luxe, green with brown leather upholstery, low mileage, £660, 3 months' written guarantee.—97, Peckham Rd., S.E.15. Tel. Rodney 2051. [3004

1948 Ford Prefect 4-door saloon, black, red leather, front bench seat, low mileage particularly nice general condition, £700, terms, exchanges.—Carey & Clayton, Bournemouth. Tel. 1000. [4755

1950 Ford Prefect saloon, finished in beige, red leather, silver wheels, etc., almost as brand new, most attractive, £895.—Seymour & Clements, Ltd., 38, Watford Way, Hendon Central, N.W.4. Hendon 2146. [2310

695 gns. Ford Prefect, 1948 10hp 4-door saloon, black, fawn cloth upholstery, good tyres, small mileage, carefully used, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead. (Hampstead Tube.) Hampstead 6041. [5317

£425.—Ford 10hp Prefect saloon 1949, recently re-celluloised in black with interior protected by loose covers throughout, in really nice condition for a pre-war series, very good tyres and obviously a well-cared for example; a special offer at much under the normal prevailing prices.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines); write for post-free catalogue; hire-purchase, part-exchanges, free delivery, showrooms open till 8 p.m. Monday to Saturday. [5202

Ford Ten Cars Wanted

ROWLAND SMITH'S, the Ford 10 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0955

I NEED post-war Ford 10 immediately.—Fortune, 55, Cambridge Rd., Wanstead, E.11. [0730

MARSTON MOTOR Co., Ltd., for your Ford 10. Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15.

CASH buyers of low mileage Ford 10s, distance no object.—Hattons, Lord St., Southport. Tel. 2268.

ALMOST new Ford 10 required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4468. [0855

RAYMOND WAY, the hire-purchase specialists, are still buying Ford 10s, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0661

FORD (V.8.)

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1950 Ford Pilot, green leather upholstery, 12,098 miles; £1,295.

1949 Ford Pilot saloon, blue with blue leather upholstery, mileage 21,830; £1,195.

1948 (November) Ford Pilot saloon, green with beige leather upholstery, heater and twin spotlamps, taxed to the end of year; £1,095.

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [9992

CAR MART, Ltd.

1950 Ford Pilot saloon, radio, heater, 6,000 miles; £1,325.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [3614

SIMPSON'S MOTORS offer:—

1949 Ford Customs convertible, electrically operated hood, fitted with overdrive, heater, seat covers, blinker system.

1949 Ford Customs saloon fitted with extras; for full list see under "American Cars."

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), Wembley 8691-2. [2968

HA. SAUNDERS, Ltd., offer:—

1950 Ford V.8 Pilot saloon, black with beige leather upholstery, radio, heater, etc., 10,000 miles; £1,345.

836/842, High Rd., N.12. Hillside 0024. [2847

CHARLES POLLETT, Ltd. offer:—

FORD Pilot, 1948 (Dec.), black, brown hide, one owner, 22,000 miles (reconditioned engine 2,000 miles ago), radio, exceptional condition; £1,150.

18 Berkeley St., W.1. May. 6266.

SERVICE, Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5956.

WARWICK WRIGHT, Ltd., offer:—

1950 Ford Pilot V.8 saloon, black, brown leather, radio and heater, 11,000 miles.

1950 Ford Pilot V.8 saloon, black, brown leather, heater, 9,000 miles.

WARWICK WRIGHT, Ltd. New Bond St., W.1. Mayfair 9701. [7740

WANSTEAD MOTORS, Ltd., offer:—

1949 Ford Pilot, black, brown leather upholstery, radio, heater, 22,000 miles; £995.

WANSTEAD MOTORS, Ltd., Cambridge Park, E.11. Wanstead 1000. [2994

W. J. BROWN, Ltd., used Ford specialists.

1948 (August) Ford Pilot saloon, black, brown leather upholstery, heater, radio, one owner, 23,000 miles only; £1,025.

W. J. BROWN, Ltd., Ford Main Dealers.

339 Finchley Rd., N.W.3. Hampstead 4414. Adjacent Finchley Road Stations. [3368

ALLAN TAYLOR MOTORS, Ltd., offer:—

DECEMBER 1935, Ford V.8 saloon; £295.

HIGH St., Wandsworth, S.W.18. Vandyke 4455 (5 lines). [2616

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD (V.8)

GORDON CARS (LONDON), Ltd.—1950 Ford Pilot saloon, black.—Below.

GORDON CARS (LONDON), Ltd.—1950 Ford Pilot saloon, green.

GORDON HOUSE, 375, Euston Rd., London, N.W.1. Euston 6611. [3094

1949 Ford Pilot, black, brown hide, radio, heater, excellent condition, 20,000 miles; £1,050.

F. H. PEACOCK, Ltd., 219-221, Balham High Rd., S.W.17. Balham 4401. [2896

1949 Ford Pilot saloon.—Autowork, Ltd., Winchester. Tel. Winchester 4834-3406. [2919

1949 Ford Pilot saloon, blue, leather upholstery, heater, perfect condition.—West Lodge, Cookham, Berks. [3136

2000 miles, 1950 Ford Pilot saloon.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [2159

1948 (Sept.) Ford Pilot, black, brown leather, heater, radio, 21,000 miles, perfect inside and out; £950.—Tel. Worthing 823. [3142

1950 Pilot, black/brown leather, radio, heater, low mileage.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557/6970. [3410

1935 Ford V.8 30hp, exceptionally clean, two owners only; £200.—Tidmarsh, 30a, Wimbourne Rd., Bournemouth. Tel. 6917. [2882

1950 (June) Ford Pilot, finished in mist green, with beige hide upholstery, fitted heater and radio, 10,000 miles; £1,375; terms; exchanges.

MASON BROTHERS (MOTOR SHOWROOMS), 151-153, Fitzwilliam St. (off The Moor), Sheffield, 1. Tel. 24687. [3051

1937 Ford V.8 drop head 4/5-seater, metallic bronze, fitted many extras, Master radio, Ace rimbellishers, etc.; price £400.—Tel. Valentine 4674. [2051

GOLDERS GREEN. H. A. Saunders, Ltd.—1949 Ford V.8 Pilot saloon, black beige hide, radio, heater, £1,055.—144, Golders Green Rd. Spe. 0011. [3381

1949 Ford Pilot saloon, black, leather upholstery, fitted radio, as new throughout, perfect condition; £1,100.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [2480

1950 (July) Ford Pilot saloon, black, beige leather, radio, heater, absolutely as new throughout; £1,150, exchange considered.—Turner, 9, Berkeley Court, Avenue Rd., Southgate, N.14. Tel. Pal. 7935. [2837

1949 (July) Pilot, carefully maintained, in excellent condition throughout, any trial or examination invited; £1,095.—Grove Lodge Garage, 177, Golders Green Rd., N.W.11. Speedwell 9858. [2995

1947 American Ford Mercury saloon, right-hand drive, absolutely spotless condition, compare price, £975; also 1938 81A, new engine fitted, £325.—A.Z. Motors, Palmerston Rd., N.W.6. Mai. 4723. [3577

FORD V.8 Pilot, June 1950, 9,000 miles, 1 owner, 1 driver, chauffeur maintained, black/brown leather, personal sale; best over £1,200, radio, heater, etc.—Walley, 331, Bramhall Lane, Stockport (Stepping Hill 2255). [2488

MODEL 78 V.8 convertible 4-seater, in red upholstery with red mohair hood, body finished in green, whole mechanical condition good, radio available, taxed end of year; £450; available immediately.—Chaseside Motors, Hertford 2456. [3141

1950 (July) Ford Pilot saloon, special Marchall head lamps, beige leather, heater, radio, nylon seat covers, spot lamps, screen water spray, small miles, taxed year; accept first £1,135.—Simm, 19, Bennett Rd., Higher Crumpsall, Manchester, 8. [3162

1949 Ford Customs 2-door sedan, grey, 21,000 miles, radio and heater, overdrive; £1,725.—Acres Autos, Ltd., 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4 (2 minutes from Clapham North Underground). Tel. Macaulay 2211 and 2212. [2021

1950 (July) Ford Pilot saloon, channel green, fawn leather, heater, radio, etc., mileage 9,000, one very careful owner, original tyres still excellent, spare unused; £1,225; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [3431

FORD, 1938, V.8 22hp saloon, black, formerly the private car of a main Ford dealer and maintained by his firm for present owner since his purchase, reconditioned engine, radio, heater, red leather interior trimmings, 5 good tyres, exceptional mechanical condition throughout; £425.—Tel. Brentwood 1438. [2768

1949 model Ford V.8 Custom 6-seater saloon, model No. 98 BA, equipped with special overdrive, immaculate bodywork of ultra-modern design with heavy chromed frontal grille above centrally mounted 8in chromed insignia, beautiful flowing lines with front and rear fenders continuing down to form wheel coverings, chrome rubbing strip extending full length of body, all coachwork finished in pale green Lustrine, beautifully appointed interior upholstered in light grey broadcloth with tailored Nylon loose covers, instruments contained in one single "clock-form" cluster with separate controls for built-in radio, air-conditioner, demisting, etc., all the usual postwar American features such as concealed interior lighting, "Flash away" traffic blinkers, curved "clear vision" rear window, special "Searchbeam" passlight with interior focussing adjustment, mechanical condition entirely in keeping with the superb appearance and is consistent with finest qualities of any American postwar car we have ever been able to offer.

SEPT. 1949 Ford V.8 Custom 6-seater drop head coupe, model 98 BA, with overdrive and electrically operated hood, bodywork similar in appearance to saloon described above and immaculately finished in ivory with chrome relief, upholstered in leather trimmed maroon broadcloth with maroon mohair hood to match, fitted radio, heater, de-misting & de-icing, etc., mechanical condition will easily pass the most critical examination, and cannot fail to delight the most exacting of motorists, steering, braking, suspension and general road performance being all that could posibly be expected on any postwar American car.

1947 model American Ford V.8 6-seater touring saloon, right-hand-drive model with fully chromed "new look" front and latest style streamlined bodywork, all postwar American features, built-in radio, heater, automatic door lighting, rimbellishers, Whitewall tyres, etc., moderate mileage, one careful owner.

ALSO a large selection of pre-war V8s at prices as low as £195; write or phone for details to

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines); write for post-free catalogue of 400 cars; hire-purchase, part-exchanges, fares refunded in full to purchasers from any part of the country; free delivery anywhere in the United Kingdom; showrooms open till 8 p.m. Monday to Saturday. [3174

FORD (V.8)

£845—Convertible foursome Ford V.8, beautiful model, fitted electric hood, wireless, heater, etc., looks like genuine post-war example; first registered late 1944, late property of wealthy owner for six years who maintained this vehicle perfectly; very rare model, left-hand drive, ideal for continental touring; 3 months' guarantee, hire purchase, exchanges.

LAMBS OF WOOD GREEN Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [2629

Ford V.8 Cars Wanted

ROWLAND SMITH'S, the Ford V.8 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0936

SIMPSON'S MOTORS (WEMBLEY), Ltd., urgently require all model Ford V.8s from 1937 onwards.—Wembley 8691-2. [0668

JOHN S. TRUSCOTT, Ltd., urgently require low mileage really well-kept Ford Pilot.—173, Westbourne Grove, W.11. Bay 4274. [3434

UTILITY—FORD OR OTHER BODIES

W. J. BROWN, Ltd., Used Ford Specialists.

1947 (July) Fordson 5cwt Martin Walter Utilecon; £475.

W. J. BROWN, Ltd., Ford Main Dealers.

339, Finchley Rd., N.W.3. Hampstead 4414. Adjacent Finchley Road Stations. [3572

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1950 Ford 5cwt utility, mileage 160, indistinguishable from new in every respect; £650.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [9486

1946 Ford V.8 utility 30hp, in excellent mechanical condition, price £475, or 30 monthly instalments of £19/4/2.—The Cooden Engineering Co., Ltd., Bexhill. Tel. Cooden 600. [2779

Ford Utility Cars Wanted

FORD 9, 10 and 30hp utilities wanted from 1936 onwards.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. [0040

ROWLAND SMITH'S, the Ford utility buyers.—Hampstead High St. (Hampstead Tube), Hampstead 6041.

FORD MISCELLANEOUS

TANKARD & SMITH, Ltd., offer the choice of many Ford 8s and 10s from their vast stock of over 200 used cars, all subject to three months' written guarantee.—198, King's Rd., S.W.3. Tel. Flax. 4801-3. [0578

Ford Miscellaneous Cars Wanted

R

S

ROWLAND SMITH'S, the Ford buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0938

W

HAROLD PERRY, Ltd., main Ford dealers, Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [0543

FORDS wanted.—Smith's, 86, Chalk Farm Rd., N.W.1. Gul. 2767. [0823

W. J. REYNOLDS (MOTORS), Ltd., Ford and Fordson distributors.

WANTED, Ford 8s, all models; wanted Ford 10s, all models; wanted, Ford V.8 30hp cars and Utilities from 1938; wanted, Fordson 5cwt and 10cwt vans, trucks and Utilities; immediate settlement; hire purchase accounts settled; if you are looking for a used car or commercial vehicle, tractor or trailer, let us know your requirements; A.A. or R.A.C. examinations welcome; usual hire purchase facilities and part exchanges.—Ford House, New Rd., Dagenham, Essex. Rainham 770 (8 lines). [3272

FORD 8/10hp, any condition; good price paid.—Lynch Garage (opp. G.P.O.), Uxbridge, Middx. [1594

CASH immediately for good Ford.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [3223

POST-WAR Ford cars wanted urgently; mileage under 10,000, must be in very good condition. Offers to:—

MARBLE ARCH MOTOR SUPPLIES, Ltd., High St., Watford. Tel. Watford 4491. [2045

BRITISH & COLONIAL MOTORS, Ltd., require good Ford cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [2143

APPROACH us first before disposing of your Ford car.—Tankard & Smith, Ltd., 194-198, Kings Rd., S.W.3. Flaxman 4801-3. [3561

Ford Spares and Service

NORMAND, Ltd.

THE best service ensures a longer car life.

BRING your car to 405-9, King St., W.6. Riv. 3665. [0234

F. H. PEACOCK, Ltd.

COMPREHENSIVE stock of spares for all Ford and Fordsons; Dagenham reconditioned engines, 8, 10, and 30hp always available from stock.

219—221, Balham High Rd., S.W.17. Tel. Balham 4401. Also at

FOORD Rd., Folkestone 51222. [0406

ALLAN TAYLOR (MOTORS), Ltd.,

HIGH St., Wandsworth, S.W.18.

MAIN Ford dealers.

LARGE stocks of genuine Ford parts.

VANDYKE 4433 (5 lines). [0314

FRANK G. GATES, Ltd., High Rd., Woodford Green (Tel. Wanstead 2235), main Ford dealers; service and all spares. [0093

ADLARDS MOTORS, Ltd., 43-45, Acre Lane, London, S.W.2 (Brixton 6431), main Ford dealers; service and all spares. [0110

FOR Ford mudguards, running boards, 1935-46.—Brooks, 5 and 6, Frederick Place, Brighton. Brighton 21147. [0385

Frazer Nash Cars Wanted

ROWLAND SMITH'S, the Frazer Nash buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

FRAZER NASH-B.M.W.

MONTROE MOTORS offer:—

1935 (August) Frazer Nash-B.M.W. saloon, 1½-litre; £315.—Montroe Motors (N. H. Boswell), 91-7, Epping New Rd., Buckhurst Hill, Essex. Buc. 1171-2. [1303

FRAZER NASH-B.M.W.

1938 (May) Frazer Nash-B.M.W. 320 2-door saloon, thoroughly overhauled and resprayed silver grey, one owner, 27 mpg; £575 o.n.o.—Box 3732. [3446

BARTLETT.—Frazer Nash-B.M.W. 327/55 coupe, F.N.-B.M.W. 326 coupe, F.N.-B.M.W. 326 saloon, F.N.-B.M.W. type 45 saloon, £450.—27a, Pembridge Villas, W.11. [3123

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3.—B.M.W. 328 streamlined competition 2-seater, late 1939 model, finished in ivory with black leather, only covered a small mileage since engine completely reconditioned, including crankshaft reground, etc., sleeved and fitted with Bristol pistons, also clutch and gearbox overhauled, new tyres, immaculate condition, terrific performance, specimen car.—Flaxman 0052/7253/7154. [2074

Frazer Nash-B.M.W. Cars Wanted

ROWLAND SMITH'S, the Frazer Nash-B.M.W. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

BARTLETT.—We are very interested buyers of all Frazer Nash-B.M.W. models.—27a, Pembridge Villas, W.11. Bayswater 0523. [3124

HEALEY

BROOKLANDS for individuality.

HEALEY distributors for London and Home Counties.

DEMONSTRATION early delivery of latest models.

CATALOGUES and details on request.

1951 Healey Tickford saloon, maroon, speedometer reading 2,400 miles.

1949 Healey Sportsmobile 4-seater drop head coupe, silver.

1949 Healey Elliott saloon, small mileage, maroon.

BUY or sell your car at

103, New Bond St., London, W.1. Mayfair 8351-6. [2338

1948 Healey Elliott coupe, fitted radio, etc.; £1,150.—P. Wroot, Grove St., Doncaster. Tel. Doncaster 49360. [3246

1948 B type Healey 2-str. tourer, modifications to Silverstone specification, numerous spares, colour powder blue, 14,000 miles; £1,100.

PARSONS & PARSONS (GARAGES), Ltd., Potter St., Harlow, Potter Street 121. [9039

1948 Healey Duncan saloon, H.M.V. radio, heater, taxed until December; £1,150.—P. Wroot, Grove St., Doncaster. Tel. Doncaster 49360. [3247

1948 Healey Duncan saloon, black, red leather, carefully maintained; £1,275.—Woking Motors (Maybury Hill) Ltd., Woking 1928. [2020

BARTLETT.—Healey Duncan drop head coupe, exceptional condition, also Healey 1948 B-type standard tourer, £1,150.—27a, Pembridge Villas, W.11. [3125

ROSE & YOUNG, Ltd., offer 1950 Healey Silverstone 2-seater, low mileage, £1,050.—65-69, Sternhold Ave, Streatham Hill, S.W.2. (1 minute Streatham Hill Station.) Tulse Hill 6464. [2505

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3.—Healey special streamlined 2-4-seater fixed head coupe, cost £2,750 in January 1949, one owner, 14,000 miles, terrific performance; bargain.—Flaxman 0052/7253/7154. [9780

Healey Cars Wanted

SILVERSTONE required privately.—Box 3731. [3585

HEALEY saloon, drop head or tourer, urgently required.—Bartlett, 27a, Pembridge Villas, W.11. Bayswater 0523. [3129

HILLMAN 10

CAR MART, Ltd.

1950 Hillman Minx Phase IV saloon, 9,000 miles; £1,125.

1949 Hillman Minx Phase III saloon, 13,000 miles; £1,025.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [3611

R. F. FUGGLE, Ltd.

1949 Hillman Minx Phase III saloon, one owner, 11,000 miles, heater, loose covers, wing mirrors, rimbellishers and fog lamp, whole as new, £1,015.

R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. 1685. [2933

DICKS CAR SALES offer:—

1949 Hillman Minx saloon, low mileage, fitted radio, really as new; £975.

1946 (October) Hillman 10 foursome drop head coupe, fitted radio, new hood, etc.; £675.

1947 Hillman Minx saloons, positively unmarked, choice of two; £750.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6388-9. [2275

SAUL & SLATTER, Ltd., offer:—

1949 Hillman Minx saloon Phase 3, beige; £935.

44-46, Aldermans Hill, N.13. Tel. Pal. Grn. 1205-7173. [3237

S. G. SMITH (MOTORS), Ltd., offer:—

1938 Hillman Minx de luxe saloon, one owner since new, resprayed, very attractive car; £410.

S. G. SMITH (MOTORS), Ltd., 13-19, East Dulwich Rd., S.E.22. New Cross 4444. [3569

WADDINGTON MOTORS, Ltd., offer:—

1949 Phase III Hillman saloons, moderate mileage and in perfect order throughout; from £985.—Fortune Green Rd., N.W.6. Ham. 2211. [5087

C.M.I. CAR SALES (Pri. 6623) offer:—

1950 Hillman Minx Mark IV saloon, black, red leather upholstery, as new.

1946 Hillman Minx drop head coupe, very excellent condition throughout.—Swiss Cottage, Finchley, N.W.3. [2356

H. A. SAUNDERS, Ltd., Radlett, Herts.

1950 Hillman Minx Ph. IV, green with red leather, 24,000 miles; £1,065.

1949 Hillman Minx Ph. III, beige with brown leather, 10,000 miles, £1,050. Radlett 6167. [9913

1949 Phase III Hillman Minx, pastel green, 1 owner, beautiful condition; £925.

CAVIE'S MOTORS, Ltd., Lewisham Bridge, S.E.13. Lee Green 8585. [3555

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HILLMAN 10

1947 Hillman Minx saloon, grey, car in excellent condition; also

1946 Hillman Minx saloon, black, all leather interior, recommended; £725.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [1608

1949 (Aug.) Minx Phase III saloon, 15,000 miles, indistinguishable from new; £985.

MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8082. [3394

HILLMAN Minx saloon, Phase II, July, 1948, in first-class condition throughout; £750.—Tel. Hen. 8844. [3651

£398—Hillman 10 1938 drop head foursome, well maintained, good tyres; choice 3; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat. 9-6. (50 yds. Holland Park Tube.) [2734

ROYS AUTOMOBILES, Ltd., offer: 1949 Phase III Minx, 12,000 miles only; £950.—127, Parkway, N.W.1. Euston 2700. [2516

1950 Series Hillman Phase IV saloon, 8,000 miles.—Autowork, Ltd., Winchester. Tel. Winchester 4834-3406. [2925

1942 Hillman Minx, black/blue, reconditioned engine, new tyres, 6 months warranty; £535.—Haskins, Ladbroke 1155. [6093

GOLDERS Green: H. A. Saunders, Ltd.—1950 Hillman Minx Phase IV saloon, blue/blue; £1,095.—144, Golders Green Rd. Spe. 0011. [3379

1946 (October) Hillman Minx saloon, black, new engine recently fitted, excellent condition throughout, taxed to end of year; £635.

MAKIN & HARRISON (MOTORS), 492-6, High Rd., Chiswick. Chiswick 0558/2619. [3356

1950 model Hillman Minx saloon, mileage 8,000, 1 owner; £1,050.—John Whalley, Ltd., London Rd., Bishop's Stortford. Tel. 181 and 182. [1752

1950 (June) Hillman Minx saloon Mark IV, fawn, red leather, taxed Dec., one owner, spare unused, 4,600 miles, over-riders; £1,190.

1949 (Sept.) Hillman Minx saloon Mark IV, fawn, red leather, taxed Dec., one owner, 9,500 miles, front seat loose cover, twin wing mirrors, twin spot lamps, rimbellishers, Motorola radio, heater, petrol lock; £1,150.

1948 (Feb.) Hillman Minx saloon Phase 2, smoke grey, blue leather/cloth, H.M.V. push-button radio, spot lamp, demister, petrol lock, taxed Dec., one owner, 25,000 miles, carefully used; £860.

SIX months' written guarantee; trade enquiries welcomed.

McKINNON MOTORS, Ltd., Langham House, 3, Stafford Rd., Wallington, near Croydon, Surrey. Established 1906. Tel. Wallington 3404. [2911

£300—Hillman Minx, 1934, low mileage, excellent condition, owner taking delivery new car.—Foxlee, Malmsmead, East Horsley, Surrey. [2742

1947 Hillman 10hp saloon, black, with blue upholstery, clean body, good interior, mechanically very sound, a well kept motor car; £695.

LAWSON PIGOTT MOTORS, Ltd. (Vauxhall Dealers), 320, King St., Hammersmith, W.6. Tel. Riverside 4111 and 186, East Barnet Rd., New Barnet. Barnet 8044 and 2353. [2990

1950 Hillman Minx Phase IV saloon, one owner only, 7,000 miles, beautiful condition; open to A.A. or R.A.C. inspection; written guarantee; £1,095.

TANKARD & SMITH, Ltd., 226-232, High Rd., South Tottenham, N.15. Tel. Sta. 3291. [3073

LONDON CARS offer: 1942 Hillman Minx 10hp saloon, smoke blue, leather upholstery, sound condition; £450.—592-6, Greenford Rd., Greenford, Middx. Waxlow 2643. [2322

1948 Hillman Minx Phase II saloon, 19,000 miles, unmarked, taxed; £865.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431/2. [2325

1949 (November, 1948) Hillman Phase III saloon, beige, in excellent condition throughout; £960.—Wembley Court Motors, High Rd., Wembley. Arnold 5521-2. [3917

A VERY sound chassis under four-seater drop head body; Hillman Minx, first licensed 20th October, 1938, maroon with leather upholstery, cellulose excellent; open to any trial; £475.

MARBLE ARCH MOTOR SUPPLIES, Ltd., High St., Watford. Tel. Watford 4491. [9836

1946 Hillman Minx saloon, grey with blue leather, excellent condition, engine and gear box completely overhauled, Leystalls, Cromard liners fitted, new tyres; £620.—Elmbridge 7523. [3461

645 gns.—Hillman Minx, October, 1947, 10hp 4-door saloon, black sliding head, maroon cloth and leather upholstery, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below:—

450 gns.—Hillman 10, registered 1951, 5-seater utility, grey, fold flush rear seats, sliding glass windows, rear entrance, very carefully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [3305

1946 (Sept.) Hillman Minx saloon, 1 owner, blue, attractive condition throughout; £625; exchanges, hire purchase.—B. & H. Motors, 1464-8, High Rd., Whetstone, London, N.20. Hillside 6671-2. [2980

TANKARD & SMITH, Ltd., offer 1937 Hillman Minx, finished blue with blue leather upholstery, one owner from new, in immaculate condition throughout; £375.—97, Peckham Rd., S.E.15. Tel. Rodney 2051. [3006

1946 10hp Hillman saloon, finished black, brown leather, extremely well cared for and maintained, any examination.—Seymour & Clements, Ltd., 58, Watford Way, Hendon Central, N.W.4. Hendon 2146. [2311

1946 d/h coupe, 2,800 miles, recon. eng., new brakes, shock absorbers, Masteradio, twin spot lights, horns, rear stop lights, black; £625.—Tel. Perivale 4560. 56, Horsenden Lane South, Perivale, Middlesex. [3639

1949 (March) Hillman Minx saloon, Phase III, black, brown leather and cloth, one owner, guaranteed 8,000 miles; £950.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [3253

1949 (August) Hillman Minx Phase III saloon, finished green, brown leather upholstery, privately owned, mileage 16,000, a really attractive car in excellent condition throughout; price, with written guarantee, £975; taxed December; trade enquiries welcomed.

MOTOURISTS (LONDON) Ltd., Great North Rd., E. Finchley Station, N.2. Tudor 2501-2. [3345

HILLMAN 10

1948 Hillman Minx Phase II drop head foursome coupe, blue, with leather to match, unmarked, new tyres, Radiomobile, passlight, automatic "lights-on" switch, taxed; £860.—V. W. Derrington, 159, London Rd., Kingston 5621. [3258

1938 Hillman Minx de luxe saloon, moderate mileage, recelluloscd 1947, rebored and overhauled June 1951, new carpets, Dunlop Super Fort tyres, carefully maintained and serviced, bills available for £300 spent since 1945, one private owner; £435; no dealers.—Sanderstead 4055. [2883

£475—Hillman Minx de luxe saloon, spotless bodywork, interior excellent, mechanically 100%, this vehicle is outstanding and is in such beautiful condition no one would believe it to be twelve years old; 3 months' guarantee, hire purchase, exchanges.

LAMBS of Wood Green, Finchley Showrooms, 421, High Rd., Finchley. Fin. 6221. [3341

NAYLOR & ROOT, Ltd.—1950 Hillman Minx Mark IV saloon, mist green, 6,000 miles, unblemished throughout, £1,145; 3 months' guarantee; photos of 100 quality cars; demonstrations free within 100 miles; terms available.—25, East Hill, Clapham Junction, S.W.18. Batt. 5272. Open 9-6 each week-days, including Saturday. [3112

HILLMAN 14

1938 Hillman 14 4-door sun saloon, black, red leather, good tyres; £325.

DOUGLAS CAR SALES, 806/822, Great Cambridge Rd., Enfield. Tel. Enfield 3150. [3552

£475—Hillman 14 de luxe saloon, bodywork immaculate, interior excellent, beautiful chassis, large economical 5-seater, genuine bargain, 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley. Fin. 6221. [3342

1938 Hillman 14 de luxe 5/6-seater family saloon, economical, I.F.S., recently overhauled, black/green leather; £365 or near offer.—Charlton Lodge, 30, Berrow Rd., Burnham-on-Sea. Tel. 75. [2745

445 gns.—Hillman 14, Sept. 1939, de luxe 4-door saloon, black, sliding head, brown leather, very carefully used, excellent condition, taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [3321

HILLMAN MISCELLANEOUS

TANKARD & SMITH, Ltd., offer the choice of many Hillman Minx and 14hp saloons from their vast stock of over 200 used cars, all subject to 3 months' written guarantee.—198, King's Rd., S.W.3. Tel. Flax. 4801-3.

Hillman Cars Wanted

R

S

ROWLAND SMITH'S, the Hillman buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

R

ROOTES, Ltd.,

DISTRIBUTORS,

REQUIRE modern low-mileage Hillman cars.

BIRMINGHAM.—Low Temple St. (Central 8411.)

MANCHESTER.—129, Deansgate (Blackfriars 6677.)

MAIDSTONE.—(Maidstone 3333.)

CANTERBURY.—(Canterbury 3232.)

ROCHESTER.—(Chatham 2231.)

WROTHAM Heath.—(Borough Green 4.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0108

I NEED post-war Hillman immediately.—30, Ryecroft Rd., S.W.16. Tulse Hill 2768 (day). [0739

ALMOST new Hillman required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0858

CASH buyers of low mileage Hillman Minxes, distance no object.—Hatton's Lord St., Southport. Tel. 2268. [0792

POST-WAR Hillman cars wanted urgently; mileage under 10,000; must be in very good condition. Offers to:—

MARBLE ARCH MOTOR SUPPLIES, Ltd., High St., Watford. Tel. Watford 4491. [2046

ALBONS, of Barking, purchase for cash post-war Hillman cars.—105-7, Longbridge Rd., Barking. Tel. Rippleway 1285. [0438

BIRMINGHAM and Midlands.—Low-mileage Hillman modern cars required by George Heath, Ltd., 180, 184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0088

RAYMOND WAY, the hire-purchase specialists, are still buying Hillmans, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0862

NOTTINGHAMSHIRE distributors, Humber, Hillman, always prepared to purchase first-class condition recent models, Hillman saloon and coupes.—R. Cripps & Co., Ltd., Parliament St., Nottingham. Tel. 46381. [0552

Hillman Spares and Service

NORMAND, Ltd.

THE best service ensures a longer car life.

BRING your car to 405-9, King St., W.6. Riv. 3665. [0233

NORTH and Central London.

CATTERMOLES (GARAGES), Ltd., for Hillman spares, sales and service.—78-89, Pentonville Rd., N.1. Terminus 1001-7. [0364

LONDON & COUNTIES MOTOR MART, Ltd.

HILLMAN repair specialist (30 years), well-equipped works, servicing, reboring and complete overhauls, spare parts stocked.—79-91, Kings Rd., Fulham, S.W.6. Renown 1183. [0676

CARRIS MOTORS for Hillman spares and service.—Lewisham Bridge, S.E.13. Lee Green 0254. [0720

FOR Hillman 1936-46 mudguards, running-boards.—Brooks, 5 and 6, Frederick Place, Brighton. Brighton 21147. [0387

Hispano-Suiza Spares and Service

HISPANO spares and all repairs.—G. Briand, 47, Tamworth Rd., Croydon. Cro. 1742. [8017

HOTCHKISS

HAROLD RADFORD & Co., Ltd.,

SOLE concessionaires.

SALES and service.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642. [2040

CHIPSTEAD MOTORS, Ltd., offer:—

PARIS-NICE sports saloon, late 1939, gunmetal with blue leather, radio, heaters, passlamps, stoneguards, etc., car in new condition, and literally indistinguishable from 1950 model.

PARIS-NICE special Lancefield 2-door saloon, late property of film star, 1936 model, maroon with beige leather, two owners.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7255/7154. [7102

H. M. BENTLEY & PARTNERS, Ltd.

1939 Hotchkiss 3½-litre Paris-Nice Cabourg saloon, metallic grey with blue leather, as new; £1,175.

9, Albemarle St., London, W.1. Tel. Grosvenor 5551. [1590

1934-5 Hotchkiss 2½-litre 4-seater sports, black/red hide, genuine 23,000 miles only, full history available from when the chassis was imported to this country in August, 1934; definitely an outstanding and unique car; £575.—Peter Bantock Car Sales, 37-39, King Street Parade, Twickenham, Middlesex. Popesgrove 7447-7050. [8721

Hotchkiss Cars Wanted

CHIPSTEAD MOTORS, Ltd., Onslow Garage, 197, Fulham Rd., Kensington, S.W.3, are keen buyers of late models. Flaxman 0052. [1042

Hotchkiss Spares and Service

HOTCHKISS spares and service.—Harold Radford & Co., Ltd., sole concessionaires for Great Britain and Northern Ireland. Spare parts and service for Hotchkiss cars available at Melton Court, South Kensington. Tel. Kensington 6642 (5 lines). [0513

H.R.G.

HAROLD RADFORD & Co., Ltd.,

SOLE distributors for London and Home Counties, offer:—

NEW and unused H.R.G. cars available for immediate delivery.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [8357

H.R.G. Spares and Service

CHARLES FOLLETT, Ltd., have a large stock of spares.

SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0594

HUDSON

DICKS.

1939 Hudson 17hp saloon, full de luxe model, really good order; £550.

1939 Hudson 22 drop head foursome coupe, full de luxe model; £495.—Below.

1938 Hudson 22 full de luxe model; £475.—Below.

1938 Hudson 22 saloon, recent engine overhaul; £450.—Below.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [3575

HAROLD RADFORD & Co., Ltd.

1949 (Feb.) Hudson Commodore saloon, left-hand drive, colour grey, speedometer reading 16,000 miles, in first-class condition.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642. (5 lines). [2955

1937 16hp Hudson Terraplane limousine, seven seats, excellent hire car. One owner; £375.

GEE CARS, Ltd., 60-62, Queenstown Rd., London, S.W.8. Mac. 3365. [7022

HUDSON 1949 saloon, black, brown leather, right-hand steering, taxed Dec., perfect mechanically and spotless throughout; £2,750.

C. C. V., Ltd., 65, Bath St., Glasgow, C.2. Tel. Dou. 8173. [3049

CASS'S MOTOR MART.—1939 Hudson 22hp saloon, one titled owner, 33,000 miles, immaculate; written guarantee.—5, Warren St., W.1. Euston 4110. [3571

£295—1938 Hudson foursome drop head coupe, maroon, radio, etc.; beautiful runner, good tyres, taxed, bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [3676

Hudson Cars Wanted

DICKS

THE Hudson specialists.

URGENTLY want good Hudsons.—Dicks Car Sales, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [1285

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Hudson from 1937 onwards. Wembley 8691-2. [0981

Hudson Spares and Service

SPIKINS (TWICKENHAM), Ltd., the Hudson distributors, for Hudson reconditioned engines, spares and service; quote chassis number.—83-101, Heath Rd., Twickenham. Tel. Popesgrove 1035-6-7. Telegrams: Spikins, Twickenham. [0568

HUMBER

CAR MART, Ltd.

1950 Humber Hawk saloon, radio, heater, 15,000 miles; £1,475.

1949 Humber Super Snipe saloon, heater, 14,000 miles; £1,595.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [3612

NEWNHAMS, Ltd.

1949 (Oct.) Humber Hawk saloon, bronze with red upholstery, low mileage, exceptional condition.

NEWNHAM HOUSE, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [8156

1950 Humber Hawk saloon, 9,000 miles.—Autowork, Ltd., Winchester. Tel. Winchester 4834-3406. [2920

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HUMBER

H.W. MOTORS, Ltd.

1948 Hawk, black-brown one owner, unmarked condition, £1,225.

H.W. MOTORS Ltd., Walton-on-Thames 783 and 1437. [7765

W. J. BROWN, Ltd.

1948 Humber Hawk saloon, colour black, one owner, excellent condition throughout, £1,190.

W. J. BROWN, Ltd., Ford main dealers.

339, Finchley Rd., N.W.3. Hampstead 4414. Adjacent Finchley Road Stations. [3369

BROOKLANDS for individuality.

1949 Humber Super Snipe, as new throughout.

BUY or sell your car at

103, New Bond St., London, W.1. Mayfair 8351-6. [2339

WARWICK WRIGHT, Ltd., offer:—

1950 Humber Imperial 27hp saloon, green, brown leather, heater, 11,000 miles.

1950 Humber 27hp touring limousine, black, brown leather, radio and heater, 7,000 miles.

1950 Humber Imperial 27hp saloon, black, beige leather, 12,000 miles.

1950 Humber Super Snipe 27hp saloon, black, brown leather, heater, 9,000 miles.

1949 Humber Super Snipe 27hp saloon, black, brown leather, radio and heater, 10,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [2286

WEMBLEY COURT MOTORS offer:—

1948 (July) Humber Hawk saloon, silver gunmetal, immaculate throughout, bargain, £1,025.

1936 (Oct.) Humber 12 Vogue saloon, dark blue, in very good condition throughout, any trial; £300.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [1331

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1950 Humber Hawk, black and brown, radio, 14,000 miles; £1,650.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [9485

ACE SERVICE STATION (LONDON), Ltd., offer:—

A

HUMBER Hawk, 1949 (Oct.), 19,000 miles, black brown leather, £1,325; also

HUMBER Hawk, 1947, black, brown leather and cloth, immaculate condition; £925.

NORTH Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). [3518

GORDON CARS (LONDON), Ltd.—1950 Humber Super Snipe touring limousine, black.—Below.

GORDON CARS (LONDON), Ltd.—1949 Humber Super Snipe saloon, black.—Below.

GORDON CARS (LONDON), Ltd.—1949 Humber Hawk saloon, black.

GORDON House, 373, Euston Rd., London, N.W.1. Euston 6611. [3097

1949 Humber Super Snipe, 14,000 miles; £1,550.—C. A. Peto, Ltd., 42, North Audley St., W.1. May. 3051. [3043

1950 Humber Hawk saloon, satin bronze, red leather, heater, one owner, beautiful condition; £1,450.

CARRIS MOTORS, Ltd., Lewisham Bridge, S.E.13. Lee Green 8585. [3554

HUMBER Super Snipe 1946 grey saloon, 35,000, excellent condition.—Tel., office, Syd. 5131; evenings, Cobham 411. £850. [2792

1947 Humber Pullman limousine, black, leather/cloth, 6 months' guarantee; £1,175.—Haskins, Ladbroke 1155. [2974

1947 Humber Hawk saloon, black and fawn upholstery, fitted radio, small mileage, in exceptional condition; £975.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [7506

1950 Humber Hawk, 7,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [2151

1949 (Oct.) Humber Hawk, black, brown leather, low mileage, one owner, £1,525.—Odeon Motors, Ltd., Barnet 4100. [9040

HUMBER 21hp saloon, black, in exceptionally good condition; £750.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [2565

GOLDERS Green: H. A. Saunders, Ltd.—1950 Humber Hawk saloon, green/brown hide, 12,000 miles; £1,525.—144, Golders Green Rd. Spe. 0011. [3340

1950 Humber Super Snipe saloon, 11,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [2153

1949 Humber Hawk, first-class condition throughout; £1,350.—Blue Star Garages, Ltd., Kensington High St., W.14 (Wes. 9851). [3585

1936 Humber Pullman limousine; £500.—Le Grice Elers, Ltd., 107-9, Old Brompton Rd., South Kensington, S.W.7. Kensington 2477. [3289

£1375—1949 Humber Super Snipe, gunmetal grey with grey leather interior, in immaculate condition, mileage 19,000; terms, exchanges.

BIRKETT MOTORS, Ltd., 121, Barking Rd., E. Ham. Grangewood 4314. [3570

1949 Humber Super Snipe, grey with grey hide upholstery, immaculate condition, fitted heater, 12,000 miles; £1,650; terms, exchanges.

MASON BROS. (MOTOR SHOWROOMS), 151-153, Fitzwilliam St. (off The Moor), Sheffield, 1. Tel. 24687. [3052

4000 miles.—1949 Humber Hawk, radio and heater.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [2152

HUMBER Super Snipe, regd. 1947, £10 tax, really beautiful condition throughout, unrepeatable offer; £450.—A.Z. Motors, Palmerston Rd., N.W.6. Mai. 4723. [3576

1950 (May) Humber Hawk, finished bronze, 12,000 miles, as new; £1,495.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [3266

HUMBER Super Snipe, fitted with diesel engine, 7,000 miles since conversion, trial by appointment.—J. Worsley, Broxmead, Cuckfield, Sussex. Cuckfield 29. [2875

HUMBER late 1936 5-seater saloon, exceptional condition, recent overhaul and respray, regularly serviced, fitted radio; offers invited.—15, Goldstone Way, Hove. [2876

HUMBER 14 drop head coupe, Carlton coachbuilt body, immaculate, £350 or near offer; taxed, comprehensive insured April, 1952.—19, Tipthorpe Rd., Battersea, S.W.11. [3478

1950 (Aug.) Hawk sunshine saloon, black, brown leather, genuine 5,000 miles, quite as new; £1,495.—Matthews, 95, Bristol St., Birmingham. Tel. Midland 2297. [2817

395 gns.—Humber Super Snipe, April, 1939, 27hp de luxe 4-door saloon, black, sliding head, fawn leather, very good condition; terms, exchanges.—Rowland Smith, below.—

445 gns.—Humber Pullman, 1936, 27hp 7-seater double-enclosed limousine, black, front leather, rear cloth, winding division, face-forward occasionals, carefully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [3306

1950 (August) Imperial saloon, 7,000 miles, black, beige upholstery, perfect and as new in every way.—Beardmore Service, 26, Queensway, Bayswater, W.2. Bayswater 0136. [3592

1937 Humber Snipe 6-str. saloon, faultless mechanically and very smart; £350.—Potter, Richards & Carr, Kensington 6955, or letters only to Richards, 62, Princes Gate Mews, S.W.7. [3547

1935 Humber 16hp coupe, grey, new hood, coachwork and mechanical condition excellent, a really smart car; £300.—Hanson, Nettlefold Place, West Norwood, S.E.27. Gip. 2763. [2696

1947 Humber Snipe 18hp saloon, fitted new engine, completely repainted, showroom condition throughout; £1,175.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [3265

1950 Humber Hawk, black and brown leather, heater, taxed, one owner, genuine guaranteed mileage 4,500; £1,575.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [3565

1949 (March) Humber Super Snipe saloon, almost as brand new, black with brown hide upholstery, mileage 15,000, accept £1,495.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [9503

1950 Humber Hawk, black, beige leather interior, 5,000 miles only, as new, £1,635; part exchanges, deferred terms, written guarantee.—Chain Garages, Hanger Lane, Western Avenue, Ealing, W.5. Per. 4404-5. [3534

1950 series (December, 1949) Humber Hawk, absolutely indistinguishable from new, colour black, leather throughout, heater, taxed year; £1,550.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [3564

HUMBER Snipe, £590; 21hp Black saloon, 1939, in outstanding condition (coachwork and upholstery), in perfect running order, mileage 68,000, new tyres, brakes relined.—Tel. Ter. 2189 or Tem. 7491. Futvoye, 10-11, Gt. Newport St., London, W.C.2. [3649

1950 (July) Hawk green, loose covers, heater, rimbellishers, one owner, beautifully maintained and in faultless condition; trade and part exchange enquiries invited.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [2461

ROSE & YOUNG, Ltd., offer 1949 Humber Super Snipe saloon, low mileage, exceptional condition, fitted H.M.V. radio and loose covers; £1,350.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [1669

LIMOUSINES 1946/47/1948, partition, widest occasionals, black, exceptional carriages, carefully maintained, certified mechanically, reasonable cost. Seen:—

ALPE & SAUNDERS (100 Limousines; Lists posted), Providence Court, Grosvenor Square, Mayfair 2941. [2967

Humber Cars Wanted

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ROOTES, Ltd.

DISTRIBUTORS

REQUIRE modern low-mileage Humber cars.

BIRMINGHAM.—Lower Temple St. (Central 8411.)

MANCHESTER.—123, Deansgate. (Blackfriars 6677.)

MAIDSTONE.—(Maidstone 3333.)

CANTERBURY.—(Canterbury 3232.)

ROCHESTER.—(Chatham 2231.)

WROTHAM Heath.—(Borough Green 4.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0106

R

ROWLAND SMITH'S, the Humber buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

I NEED post-war Humber immediately.—Fortune, 33, Cambridge Rd., Wanstead, E.11. [0750

CASH buyers of low mileage Humber Hawks, distance no object.—Hattons, Lord St., Southport. Tel. 2266. [0793

BRITISH & COLONIAL MOTORS, Ltd., require good Humber cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [2141

BIRMINGHAM and Midlands.—Low mileage Humber modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0086

CRIPPS, of Nottingham, urgently require all types of Humber cars, recent models, send full particulars.—R. Cripps & Co., Ltd., The Humber Distributors, Parliament St., Nottingham. Tel. 46381. [0553

Humber Spares and Service

DE NORMANVILLE gearboxes.—H. & A. Engineering, 35, Grant Rd., Addiscombe 2931. [0780

THE Humber Specialists for all spares.—Ring Uplands 3637. See advt. under Parts & Accessories.

INVICTA

ACLAND & TABOR, Ltd., Welwyn 481, offer with 3 months' guarantee:—

1948 Invicta Black Prince drop head foursome, cream and brown, speedometer 15,000 miles, cost over £3,000 new, immaculate condition; £1,595. [3428

BLACK Prince model Invicta 4-door saloon, very low mileage, immaculate inside and out, cost approximately £3,000, open to R.A.C. examination; accept £1,575.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [6677

JAGUAR

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HENLYS, Ltd.

ENGLAND'S Largest Jaguar Distributors.

SELECTION of all models at attractive prices.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287.)

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)

DEPOTS at:—

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STREATHAM (Streatham 7751).

HOUNSLOW (Hounslow 3454).

FINCHLEY (Finchley 0081).

GREAT West Rd. (Ealing 3477). Official Jaguar Service Station.

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLYS, Ltd., England's Leading Motor Agents. [0027

OVERSEAS CARS, Ltd.

1948 2½-litre Jaguar saloon, grey/red leather, radio and heater; £1,345.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [3056

TOM GARNER, Ltd., offer:—

1949 Jaguar 3½-litre saloon, black with brown leather, 15,000 miles.

1950 Jaguar 3½-litre Mark V saloon, lavender grey with beige leather, 7,000 miles.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [2860

RUSSELL MOTORS offer:—

1949 1½-litre Jaguar special equipment saloon, one owner, exceptional condition.

THE above car subject to any trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 9238. [9058

BROOKLANDS for individuality.

1949 Jaguar 3½-litre saloon, suede green, speedometer reading 9,928.

BUY or sell your car at

103, New Bond St., London, W.1. Mayfair 8351-5. [2340

CHARLES FOLLETT, Ltd., offer:—

1950 Jaguar Mk. V saloon, black, beige leather, one owner, radio, 16,000 miles, excellent condition throughout; £2,250.

18, Berkeley St., W.1. May. 6266.

SERVICE Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936-8. [3086

D. J. SHEPHERD & CO. (ENFIELD), Ltd.

1950 3½-litre Mark V Jaguar, colour grey, blue leather interior, small mileage, showroom condition; £2,175.—D. J. Shepherd & Co. (Enfield), Ltd., 435, Hertford Rd., Enfield. Howard 1631. [5061

GUY SALMON AUTOMOBILES, Ltd., offer:—

1949 (September) 3½-litre Mark V Jaguar, specially finished in most exclusive colour scheme, 10,000 miles, superb condition throughout; £2,150.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [6705

GORDON CARS (LONDON), Ltd.—1950 Jaguar 3½-litre Mk. V coupe, ivory, below.

GORDON CARS (LONDON), Ltd.—1950 Jaguar 3½-litre Mk. V saloon, green, below.

GORDON CARS (LONDON), Ltd.—1950 Jaguar 2½-litre Mk. V saloon, black, below.

GORDON CARS (LONDON), Ltd.—1948 Jaguar 1½-saloon, grey, below.

GORDON CARS (LONDON), Ltd.—1947 Jaguar 1½-litre saloon, grey.

GORDON House, 373, Euston Rd., London, N.W.1. Euston 6611. [3100

JAGUAR 3½-litre (1947) saloon, colour black, fitted heater, etc., immaculate condition; £1,195.

MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8082. [3393

1950 Mark V 3½-litre saloon, black, brown leather upholstery, recorded mileage 6,000.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [3347

BEARTS of Kingston, Jaguar specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin. 3344.

1948 Jaguar 1½-litre saloon, green; £1,150.—C. A. Peto, Ltd., 42, North Audley St., W.1. May. 3051. [3042

1939 S.S. Jaguar 2½-litre drop head foursome, stored during war, as new, complete history available.

GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 3268. [2034

1947 1½-litre Jaguar special equipment saloon, black, brown leather upholstery, Pye radio; £1,050.

BIRKETT MOTORS, Ltd., 72-74, High Rd., South Woodford, E.18. Buckhurst 3766. [2567

1949 Jaguar Mk. V, immaculate condition, black, pigskin, £1,950; no dealers.—Barnet 2057, evenings. [3587

£498—Jaguar 14 1938 drop head foursome, well maintained, many extras, very attractive; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat. 9-6. (50 yds. Holland Park Tube.) [2738

1950 (January) Jaguar Mark V 3½-litre saloon, all extras, 10,000 miles; £2,150.—Wimbush & Co. Abbey 5896. [3509

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JAGUAR

R. P. POWELL MOTORS, Ltd., for Jaguar cars.—East London main agents, 321, Romford Rd., Forest Gate, E.7. Maryland 4818-9. [0700

1948 (Nov.) Jaguar 3½-litre coupe, carefully maintained, new hood, 2 new tyres, special features; £1,400.—Fin. 3260. [3460

CAMDEN MOTORS.—1½-litre 14hp sports saloon, 1939, grey with red leather interior, sound runner, very attractively priced; £495.

CAMDEN MOTORS.—Jaguar 1½-litre 14hp sports saloon, 1939, original black finish with fawn leather interior, good order throughout; £545.

CAMDEN MOTORS.—Jaguar 1½-litre 14hp sports saloon, 1947, black with brown leather interior, nominal mileage; £935.

CAMDEN MOTORS.—Jaguar sports saloon, registered in Dec., 1937, whilst bodywork is not spectacular basically the car runs remarkably well; £245.

CAMDEN MOTORS.—Jaguar 2½-litre foursome drop head coupe, 1939 model, fitted new hood and tyres, discs, demisters, etc., in really good condition for this series; £595.

CAMDEN MOTORS.—Jaguar 2½-litre sports saloon, 1947 (July), immaculate black finish with brown hide interior, H.M.V. push-button radio, heater, demister, excellent tyres and every evidence of careful ownership, quite one of the most attractive post-war Jaguars that we have had to offer; £1,165.

CAMDEN MOTORS.—Jaguar 3½-litre sports saloon, 1947, beautifully finished in grey with grey leather interior, heater, demisters, etc., nominal mileage and in splendid condition; attractively priced, £1,145.

CAMDEN MOTORS, Jaguar Specialists, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines).—Write for our post-free catalogue of 400 cars, hire-purchase, part exchanges, fares refunded in full to purchasers from any part of the country; free delivery anywhere in the United Kingdom; showrooms open till 8 p.m. Monday to Saturday. [3186

1946 Jaguar 3½-litre, excellent condition, Ace discs, radio, heater; £950.—58, St. Peter's Ave., Cleethorpes. Tel. 61708. [2871

1948 (September) Jaguar 3½ drop head coupe, 25,000 miles, excellent order throughout, owner going abroad; £1,285.—Box 3729. [3486

JAGUAR 1½-litre saloon, 1939 (April), green, new tyres, radio, taxed for year.—L. Darley & Son, Ltd., 59-61, St. Albans Rd., Watford. Tel. 4236. [3650

GOLDERS GREEN, H. A. Saunders, Ltd.—1949 Jaguar Mk. V saloon, black brown hide, 11,000 miles, £1,925.—144, Golders Green Rd. Spe. 0011. [3378

1939 Jaguar 3½-litre d/h coupe, very nice condition; £595.—Silverthorne Motors, Ltd., 1,013, Finchley Rd., N.W.11. Meadway 2288. [3257

1946 (July) Jaguar 3½-litre saloon, black with grey leather upholstery, fitted with heater, radio, Ace discs, perfect mechanical condition; £1,025.

MIDDLESEX MOTORS Ltd., Station Rd., Harrow. Tel. Harrow 0022. [3363

1948 Jaguar 1½-litre saloon, special equipment, very carefully used; £1,175.—Nicholson, 28, Fir Tree Rd., Banstead, Surrey. Tel. Burgh Heath 416. [2765

1948 (August) Jaguar 3½-litre drop head coupe, excellent condition; £1,285.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. 4371. [8181

1947 1½-litre Jaguar saloon; £900; grey with red leather, Ace discs, one owner and carefully used.—Bloomfield, 11, Parchment St., Winchester, Hants. Tel. Win. 2889. [3439

1949 Jaguar Mark V 3½-litre saloon, in black with tan hide upholstery, 10,000 miles; £1,950.—Tel 36737. Penn Garage (Wolverhampton), Ltd., Penn Terminus, Wolverhampton. [3062

1949 Jaguar Mark V 2½-litre, black, also 3½-litre, mist green; both in highly attractive condition; or exchange for Rolls, Bentley, Daimler, Alvis or similar car, cash adjustment.

SWANMORE GARAGE, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 1022. [2902

1950 model, registered Motor Show, 1949, Jaguar Mark V 3½-litre, 10,000 miles, 1 owner, chauffeur driven and Jaguar service; nearest £2,000.—Evenings, Hillside 2281. E. J. Scott. [2878

1950 Jaguar 2½-litre Mark V de luxe saloon, fitted radio, heater, small mileage, an immaculate car; terms and exchanges.—Moreton Garage, 61, Albert Embankment, S.E.11. Reliance 4016. [9151

£365—1937 Jaguar 2½-litre open sports 4-seater, black, beautiful condition throughout, taxed, good hood and screens, a real performer.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [3675

245gns.—Jaguar, 1937 model, 2½-litre 4-door saloon, black, sliding head, green leather; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [3327

1950 Jaguar Mark V 2½-litre saloon, gunmetal grey with grey hide interior, radio and heater; mileage (genuine) 12,000; serviced by works, as new; one owner as below; £2,000.—H. Brown, 317, Station Rd., Dorridge, Warwickshire. Tel. Knowle 3011. [3475

1939 1½-litre Jaguar foursome drop head coupe, speedometer 54,000 odd, refinished maker's metallic grey, red leather, new carpets, excellent mechanically, all chrome excellent, exceptionally smart throughout, and well above average condition for pre-war vehicle; £555.—Motorsales, 177, Cowick St., Exeter. Tel. 2106. [3440

Jaguar Cars Wanted

H

HENLYS, Ltd.

ENGLAND'S Largest Jaguar Distributors

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287.)

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)

GREAT West Road (Ealing 3477). Official Jaguar Service Station.

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

MANCHESTER.—1-5, Peter St. (Blackfriars 7945.)

HENLYS, Ltd., England's Leading Motor Agents. [0028

DICKS

THE Jaguar buyers.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [1291

Jaguar Cars Wanted

R

ROWLAND SMITH'S, the Jaguar buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

COOMBS & SONS (GUILDFORD), Ltd.,

URGENTLY wanted, good condition, post-war Jaguar cars; offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907. [0245

SAUL & SLATTER, Ltd., 44-46, Aldermans Hill, N.13.

MAIN dealers—urgently require modern Jaguar cars.—Tel. Pal. Grn. 1205/7173. [3235

CASH immediately for Jaguar.—H. F. Edwards, 28, Upper High St., Epsom 9400. [3229

WEMBLEY COURT MOTORS Jaguar main dealers urgently require used Jaguar cars for cash.

WEMBLEY COURT MOTORS, High Rd., Wembley. Arnold 5221-2. [3261

MARSTON MOTOR Co., Ltd., for your Jaguar.—Tel. Sta. 8000, Seven Sisters Rd., Tottenham, N.15.

CASH buyers of low mileage 1½-litre Jaguars, distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0794

BRITISH & COLONIAL MOTORS, Ltd., require good Jaguar cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [2142

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Jaguar from 1937 onwards. Wembley 8691-2. [0962

CLARKE & SIMPSON wish to purchase the best post-war examples.—73, 79, Cadogan Lane, Sloane Square, London, S.W.1. Tel. Sloane 4727. [0564

ROSE & YOUNG, Ltd.—Mark V Jaguar urgently required.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station.) Tulse Hill 6464 and 8182. [8481

PRIVATE buyer requires post-war Jaguar drop head, cash or part exchange July 1950 Austin A90 and cash; trade and private sellers welcome; will travel any distance to view.—Bradford, "Conifers," Virginia Water, Surrey. [2879

Jaguar Spares and Service

H

HENLYS, Ltd.,

ENGLAND'S Largest Jaguar Service Station.

GREAT West Rd., Brentford (Ealing 3477).

SPARES and replacement engines for all models.

AND at Manchester, Cheetham Hill Rd. Deansgate 6215-7.

QUICK completion of repairs. [0563

SAUL & SLATTER, Ltd., 44-46, Aldermans Hill, N.13.

FULL stock of spares—Jaguar repairs and maintenance.—Service Station: Green Lanes, N.13. Pal. Grn. 1205/7173. [3236

PEERLESS MOTORS, Ltd., main dealers for Buckinghamshire.—Jaguar spares; replacements units and repairs facilities.—Bath Rd., Slough. Tel. 22394. [0430

R. P. POWELL (MOTORS), Ltd., East London distributors for Jaguar cars, sales, service and spares.—321, Romford Rd., Forest Gate, E.7. Maryland 4818-9.

WEMBLEY COURT MOTORS SERVICE STATION.—Comprehensive range of all Jaguar spares in stock; specialized service and maintenance for Jaguar cars.—Wembley Court Motors Service Station, Forty Avenue, Wembley. Arnold 1154-5. [0719

JEEP

1950 (first reg.) Jeeps all types, spares.—Davies & Groves, 1-5, Dorset Close, N.W.1. Pad. 8345. [0619

JEEPS.—Britain's leading Jeep specialists, all spares in stock; prompt despatch; rebuilt Jeeps detachable bodies, utilities; 24-hour service.

MOTORCRAFT GARAGES, Station Approach, Gunnersbury, W.4. Chiswick 3015, 0621. [0241

JEEPS, right or l.h.d., range of bodywork, private or commercial.—Wick Autos, 100% Jeep Firm, Hampton Wick, Kingston-on-Thames (4718). [0820

UNREGISTERED (ex-W.D.) low mileage Jeep, good condition throughout; £275.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [3584

£245—Willys Jeep, reg. 1949, £10 tax, reconditioned engine, a real cracker; choice of open or closed.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [3671

AUTOWORK, Ltd., Winchester, principal Jeep specialists; Jeeps, trailers, long chassis utilities; spares, exchange units.—Station Hill, Winchester. Tel. Winchester 4834/3406. [2923

METAMETS 12 Jeep conversions retain all advantages of Jeeps, yet offer comfort of luxury sports car; 6 months' guarantee, over 20 mpg, optional commercial registration.—100b, Belsize Lane, N.W.3. [0537

265gns.—Jeep (Willys), registered November, 1946, spare wheel, recellulosed, carefully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [3328

UNIVERSAL CAR DISTRIBUTORS (LONDON), Ltd.—Jeep spare parts, home and export; all spares stocked; exchange plan engine, gear box, water pump, etc., new hoods, gasket sets, brake linings, etc., etc.—331-333, High Rd., Chiswick, London, W.4. Chiswick 1919. [0035

Jeeps Wanted

ROWLAND SMITH's, the Jeep buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0944

Jeep Spares and Service

100% Jeep firm, all spares by return, or over counter, small or large quantities.—Wick Autos (see under Jeeps). [0366

METAMET for all Jeeps spares, exchange unit service; expert Jeep repairs, to order spares 'phone Hampstead 8231.—100d, Belsize Lane, N.W.3. [0539

AUTOWORK (WINCHESTER), Ltd., principal Jeep stockists, all parts available.—Autowork, Ltd., Station Hill, Winchester. Tel. Winchester 4834/3406. [2926

JOWETT

H

M

BENTLEY & PARTNERS, Ltd.

1950 Javelin de luxe saloon, grey with red, 6,700 miles; £1,375.

9, Albemarle St., London, W.1. Tel. Grosvenor 5551. [3543

JOWETT

NEWNHAMS, Ltd.

1949 (Oct.) Jowett Javelin saloon, low mileage, carefully maintained.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [5415

BROWN'S for Jowetts.

1950 (July) Jowett Javelin saloon de luxe, H.M.V. push-button radio, heater, 11,000 miles, immaculate condition, £1,295.—Brown's Garage, Loughton (Essex) 4119 (Tube). [9123

H. A. SAUNDERS, Ltd., offer:—

1949 Jowett Javelin saloon, sand with leather upholstery, 14,000 miles; £1,175.

836/842, High Rd., N.12. Hillside 0024. [2846

GORDON CARS (LONDON), Ltd.—1949 Jowett Javelin de luxe saloon, green.

GORDON House, 373, Euston Rd., London, N.W.1. Euston 6611. [3095

1949 Jowett Javelin de luxe saloon, beige, red leather upholstery, recorded mileage 14,000, heater.

DENHAM SERVICE STATION, Ltd., Denham Bucks. Tel. Denham 2266. [2260

1949 Jowett Javelin de luxe saloon, black/beige leather, heater, 16,000 miles, factory maintained; £1,195.

1948 Jowett Javelin de luxe saloon, black/red leather, radio, heater, very clean; £1,095.

1948 Jowett Javelin saloon, golden sand/cloth, radio, loose covers, fitted with caravan towing, twin spotlamps; £1,065.

ABOVE cars carry 3 months' guarantee and open to A.A. or R.A.C. inspection.

TRINITY CARS, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [3019

JOWETT 8hp, 1938, excellent condition all round, approx. 40 mpg; £350.—A. G. Baker, 15, Frankswood Ave., Petts Wood. [3661

JOWETT and Javelin main agents, spare and specialised service.—Colliver-Fisher, Ltd., Northwood, Middx. Tel. 777 (4 lines). [2412

MARRIOTT'S GARAGE, Worthing, leading West Sussex agents for Javelin and Bradford. Spares (including pre-war), Service. Tel. 1583. [0575

1950 (April) Jowett Javelin saloon de luxe, 1951 engine fitted, maroon with beige leather, radio and heater; £1,300.—Wimbush & Co. Abbey 6896. [3509

1949 Jowett Javelin, 9,000 miles, radio, heater, 1 owner, fawn, ex. cond.; £1,075.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [2834

1949 Javelin 1½-litre saloon, one owner, 11,000 miles, fitted radio, heater, 2 spotlights, 2 wing mirrors, car almost as new, taxed, guaranteed; £1,180.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [2863

1950 Jowett Javelin saloon, immaculate condition, 12,000 miles; £1,295; for further particulars apply—Gavin Fairfax, Ltd., Virginia Water, Surrey. Tel. Wentworth 3154. [3538

NAYLOR & ROOT, Ltd.—1949 Jowett Javelin saloon, green, radio and heater, superb condition throughout; £1,125; three months' guarantee; choice of 250 quality cars; demonstrations within 100 miles; terms available.—25, East Hill, S.W.18. Batt. 5272; open 9-6 each week-day including Saturday. [3114

CLARKE'S OF PIRBRIGHT (near Woking and Guildford) Surrey.—We are main Jowett distributors and have guaranteed reconditioned Jowett cars available, including 1950 de luxe saloons, 1950 standard saloons, 1949 saloons, utilities and vans; 24-hour, day and night service with factory trained mechanics, sales staff available on week-ends; we are also officially appointed retailers and repairers of Rolls-Royce and Bentley cars.—Clarke's of Pirbright, Automobile Engineers, Pirbright, Surrey. Brookwood 2201 (3 lines). [0522

Jowett Cars Wanted

R

ROWLAND SMITH'S, the Jowett buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0954

DICKS

THE Jowett buyers.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [1293

COLLIVER-FISHER, Ltd., will always buy a Javelin.—Northwood, Middx. Tel. 777 (4 lines). [0300

ALMOST new Jowett required, cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0852

WIMBUSH & Co. wish to purchase Jowett Javelins and Bradfords.—Abbey House, Victoria St., S.W.1. Abbey 6896. [3510

1948/50 Jowett Javelin saloon urgently wanted by Denham Service Station, Ltd., Denham, Bucks. Tel. Denham 2266. [8422

LOW-MILEAGE Jowett Javelin saloon de luxe.—Harold Radford & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [7308

RAYMOND WAY, the hire-purchase specialists, are still buying Jowetts and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0863

Jowett Spares and Service

NEWNHAMS, Ltd.,

JAVELIN and Bradford main agents, spares and service specialists.—Newnham House, 235-9, Hammersmith Rd., W.6. Riv. 4646. [0415

MILESTONE'S (SERVICE GARAGE), Ltd., main agents Jowett Javelin, Bradford vans and trucks.

LARGEST stock spares in Southern England, immediate despatch, trade or private.—Tel. Erith 2469, 2629. 308, Erith Rd., Bexleyheath. [0671

COLLIVER-FISHER, Ltd., excel in supporting their Main Agency. Unsurpassed service. Spares and replacement units.

NORTHWOOD, Middx. Tel. 777 (4 lines). [0009

CROYDON.—Godfrey's, Ltd., for full Jowett service and comprehensive range of spares.—228, 234, London Rd., Croydon. Cro. 3641. [0463

KINGSTON-ON-THAMES main agents for Jowett Javelin and Bradford vans, spares and service.—G. W. Wilkin, Ltd., 1, Weston Park, and 84, Eden St., Kingston 2241-2. [0875

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Jowett Spares and Service

BUNTING'S MOTOR EXCHANGE offer unrivalled service of spares and repairs for Jowett Javelin and Bradford.—Bonnersfield Lane, Harrow. Tel. 1908. [0075

A. V. MOTORS, Ltd., Park Rd., Teddington, Middlesex. Tel. Kingston 0710.—The Jowett specialists and main agents, over 28 years' Jowett experience, spares and service. [0759

LAGONDA

CAR MART, Ltd.

1938 Lagonda V.12 4½-litre drophead coupe, 6 months' guarantee, £1,795.—Car Mart, Ltd., 520, Euston Rd., N.W.1. Euston 1212. [3615

BROWN'S for Lagondas.

1937 Lagonda 4½-litre sports saloon de luxe, low mileage since complete overhaul by Lagonda's, exceptionally clean throughout, £825.—Brown's Garage, Loughton (Essex). 4119 (Tube). [8150

HAROLD RADFORD & Co., Ltd.

OFFICIALLY appointed Lagonda retailers.

SALES and service at Melton Court, South Kensington, London, S.W.7. Kensington 6652 (5 lines). [0264

BROOKLANDS for individuality.

LAGONDA distributors; latest models for demonstration, catalogues on request.

1940 series Lagonda L.G.6 drop head 4-str. coupe, 15,000 miles since makers' overhaul.

1939 Lagonda 12-cylinder Rapide coupe, Sanction II engine, black.

BUY or sell your car at

103 New Bond St., London, W.1. Mayfair 8351/6. [2341

CHARLES FOLLETT, Ltd., offer:—

1938 Lagonda 12-cylinder short chassis saloon, gun-metal, green leather, 34,000 miles only, complete overhaul by makers recently, outstanding example, £1,450.

18 Berkeley St., W.1. May. 6266

SERVICE Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5956-8. [3082

AUTOMOBILE & AIRCRAFT SERVICES, Ltd., offer:—

1937 Lagonda 4½-litre tourer, in excellent condition throughout, £675.

MARLBOROUGH Works, Kenton. Tel. Wordsworth 5656 and 5656. [1515

DAVIES MOTORS, Ltd. (managing director, J. E. Davies, 20 years service manager to Lagonda, Ltd.), offer:—

2-litre sports tourer, splendidly maintained by previous enthusiastic owner.

1936 4½-litre L.G.45 pillarless saloon, black and red.

1938 (late) 4½-litre L.G.6 independent suspension saloon, faultless condition throughout.

1940 series, 4½-litre L.G.6 independent suspension drop head coupe, chassis and coachwork in splendid order.

DAVIES MOTORS, Ltd., 275, London Rd., Staines. Tel. 5457-8-9 or (private) Walton 1562. [0287

1939 Lagonda L.G.6 saloon, excellent history, passed out by Lagonda, probably the finest specimen obtainable, exchanges, terms.

SWANMORE GARAGE, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 1022. [2906

FOR sale.—Lagonda sports saloon, painted maroon, just recellulosed, in good condition, cheap to clear.—Apply E. A. Knee, 16, Temple St., Bristol, 1. [2746

1935 4½-litre Lagonda tourer, in good running order, new hood and tyres, licensed to end of December.—Apply W. E. Skelding, Palmers Hill, West Hagley, Worcs. [3687

1949 (Dec.) Lagonda, 14,000 miles, latest modifications, grey leather, radio, £2,650.—Claxton's Cars (London), Ltd., 537, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [2935

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3, offer: Lagonda 4½ open speed model, recently fitted new hood, complete set new side curtains, telecontrols, new tyres, etc., terrific performance, exceptional condition throughout, 1954 model, British racing green.—Tel. Flaxman 0052/7253/7154. Seen by appointment. [9995

1395 gns.—Lagonda V.12, 1940 (reg. August, 1945), medium chassis de luxe 4-door saloon de ville, dark blue, sliding head, blue leather, Ace discs, unworn Dunlop tyres, small mileage, very carefully used, exceptional condition, cost £1,625, terms, exchanges, list. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [3325

Lagonda Cars Wanted

ROWLAND SMITH'S, the Lagonda buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

Lagonda Spares and Service

LAGONDA owners are advised to contact the manufacturers for service, overhauls and spares for the 4½-litre V.12 models; service engines in stock.

LAGONDA, Ltd., Service Department, Victoria Rd., Feltham, Middlesex. Tel. Feltham 2291. [0906

DAVIES MOTORS, Ltd. (managing director, J. E. Davies, 20 years' service manager to Lagonda, Ltd.), for all forms of Lagonda repair and maintenance—no matter what its type we can offer specialised service.

273 London Rd., Staines. Tel. 5457-8 or (private) Walton 1562. We are open on Saturday mornings. [0217

LANCHESTER

DICKS CAR SALES offer:—

1939 Lanchester 14 saloon, special chassis, not preselector, £495.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [2274

STRATSTONE, Ltd., Lanchester specialists.

LANCHESTER 10hp saloon (1947), black with brown leather, in excellent order throughout, £1,025.—80, Berkeley St., W.1. (Mayfair 3404.) [2665

10hp Lanchester sports 4-door saloon, blue and black, £275.

WADCOL MOTORS, 150-6, West End Lane, N.W.6. (Hampstead 1177.) [2786

LANCHESTER

1938 Lanchester 18 saloon, very good order throughout, £250.—Belle Service Garages, 184, London Rd., Kingston-on-Thames. Kingston 1185. [3262

SPINK (BOURNEMOUTH), Ltd., engaged exclusively in the distribution of Daimler and Lanchester cars, consult us when buying or selling, all spares and every service.

DAIMLER House, Bournemouth. Tel. 5405. [0545

WALTER SCOTT, Ltd.—1936 Lanchester 11 de luxe saloon, blue, a genuine carefully used, one owner car, £345.—39, Grange Crescent, Hampstead, N.W.3. (Finchley Road Tube). Pri. 5814. [1336

1949 Lanchester 12 saloon (reg. 26.12.48), colour black, loose covers, H.M.V. radio, taxed year, small mileage, as brand new, accept £965.—Simm, 19, Bennett Rd., Higher Crumpsall, Manchester, 8. [5163

LONDON CARS offer, choice of two, 1937 14hp Lanchester Roadrider saloon, from £258, also 1936 14hp 2-door, all-metal streamlined sports saloon, £275, written guarantee, terms and exchanges.—592-6, Greenford Rd., Greenford, Middx. Waxlow 2645. [5354

Lanchester Cars Wanted

CMT

THE CAR MART, Ltd., London distributors, wish to purchase Lanchester cars.—150, Park Lane, W.1. Grosvenor 5454. [0965

ROWLAND SMITH'S, the Lanchester buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

CASH buyers of low-mileage Lanchester 10s, distance no object.—Hattons, Lord St., Southport. Tel. 2268.

LONDON CARS require good used 11.14hp Lanchester saloons, later models preferred; traders also please note.

LONDON CARS, 592-6, Greenford Rd., Greenford, Middx. Waxlow 2645. [4108

Lanchester Spares and Service

ARCOT MOTORS, Ltd.

ARCOT MOTORS, Ltd.—Pre-selector gear boxes, exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0257

PRE-SELECTOR gear boxes.—H. & A. Engineering, 88, Grant Rd., Addiscombe 2951. [0146

CROYDON.—Donald Vince & Co., Ltd., Daimler and Lanchester specialists for sales and service.—Kiddermuster Rd., Croydon 5775. [0689

LANCHESTER and Daimler spares, large stock of spares, gaskets etc., for most models.—Allens, Victoria Rise, Clapham, S.W.4. Macaulay 4199 and 6252 3.

LANCIA

JOHN S. TRUSCOTT, Ltd., for Lancia Aprilia.

ONLY first-class examples are offered.

FULL details of current stock on request.

EXCHANGES, deferred terms.

173, Westbourne Grove, W.11. Bay. 4274. [5435

LANCIA Aprilia, 21.1.39, good condition throughout, recently repaired by Lancias to the cost of £107; modifications including Hardy Spicers, colour cream, red leather, £525.—Tel. Chiswick 5737, London, W.4.

1937 Lancia Aprilia pillarless saloon, excellent mechanical condition, very good tyres (spare unused), general condition very sound, best offer around £600 secures.—Gammon, Fruit Farm, Bramley, Surrey. Tel. 2219. [2797

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3.—Lancia Asturia 8-cylinder 1941/2, built to special order, streamlined sports saloon, silver and gun metal, understood to have cost late owner some £5,000. Farina body, works maintained regardless of cost, beautiful condition throughout, registered 1947, £10 tax, chromium wheel discs, etc.—Flaxman 0052/7253/7154. [8575

Lancia Cars Wanted

LANCIA Aprilia wanted, any year.—T. P. Breen, High Rd., N.20. Tel. Hillside 2393. [0545

KEVILL DAVIES & MARCH, Ltd., will buy second-hand Lancia Aprilias.—41-42, Hays Mews, Berkeley Sq., W.1. Gro. 2563. [0508

LANCIA Aprilia latest models wanted.—A. Freeman Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [0077

JOHN S. TRUSCOTT, Ltd., urgently require low mileage really well-kept Lancia.—173, Westbourne Grove, W.11. Bay. 4274. [5435

Lancia Spares and Service

LANCIA (ENGLAND), Ltd.—English branch and sole representatives of the famous Italian company, all servicing and repair work, reconditioning, etc., carried out by our own staff of specialised mechanics, genuine Lancia factory-made spare parts available and supplied at short notice.—For information regarding general service, reconditioning, technical data, etc., apply Lancia Works, Alperton, Wembley. (Perivale 5056.) [0580

LEA-FRANCIS

BROOKLANDS for individuality.

1949 Lea-Francis sports 2-str., metallic blue, small mileage, excellent condition.

BUY or sell your car at

103 New Bond St., London, W.1. Mayfair 8351/6. [2342

CHARLES FOLLETT, Ltd., Sole Distributors, London and Home Counties, offer:—

1950 Lea-Francis 2½-litre sports 2/4-seater, gun-metal, green leather, one owner, 21,000 miles, works maintained, this rare car offered at £1,675.

1950 Lea-Francis 14hp saloon, B.F.S., maroon, maroon leather, one owner, 18,000 miles, serviced and guaranteed, £1,565.

18 Berkeley St., W.1. May. 6266.

OFFICIAL Lea-Francis Service Station, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5956-8. [5079

1946 Lea-Francis sports saloon, black, beige leather upholstery, fitted heater and radio, in excellent condition.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [2263

LEA-FRANCIS

1950 series Lea-Francis 1.F.S., genuine 14,600 miles, as new inside and out, £1,275.—Marsh, Limpley Stoke (Tel. 2156), Bath. [3135

1950 (July) Lea-Francis 14hp saloon, maroon, mileage 15,175, just out of covenant, any trial or inspection, brand new condition; £1,400 or nearest offer.—Miss M. Knight, 500, Kingsthorpe Grove, Northampton. Northampton 983. [1928

1950 Lea-Francis 2½-litre special sports 2-seater, export type, total miles 5,800, specially works tuned engine, telecontrol and many special instruments and spares; offered at just price.—Tel. Grosvenor 6411. Can be seen at Petersham Garage, Petersham Mews, London, S.W. [2869

Lea-Francis Cars Wanted

CHARLES FOLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties, are always glad to hear from Lea-Francis owners.

SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

OFFICIAL Lea-Francis London Service Station Works and Stores.—

BARNSDALE Yard, off Elgin Avenue, W.9. Tel. Cunningham 5956-7-8. [0595

Lea-Francis Spares and Service

LEA-FRANCIS CARS, Ltd.

SPARES and service for all models from the manufacturers.—Head Office and Works: Much Park St., Coventry. Tel. 60204-5-6. [0392

CHARLES FOLLETT, Ltd., sole distributors for Home Counties, Bucks and Sussex.

SHOWROOMS: 18, Berkeley St., W.1. May 6266

SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Avenue, W.9. Tel. Cunningham 5956-7-8. [0596

LINCOLN

LINCOLN drop head coupe, 1939, gunmetal grey, red leather upholstery, wireless, heater, etc., immaculate condition, £700.

J. BLACKBURN, Nethercroft, Batley, Yorks. Tel. Batley 551. [2773

1495 gns.—Lincoln, 1946, 30hp V-Twelve, RHD, specially imported American 4-door saloon, black, fawn cloth upholstery, steering column gear-change, electrically operated windows, radio, heater, air conditioning, good tyres, very carefully used, exceptional condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [5326

Lincoln Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., urgently require all models Lincoln from 1937 onwards.—Wembley 8691-2. [0680

LINCOLN-ZEPHYR

LINCOLN-ZEPHYR saloon, black leather upholstery, almost as new condition, registered August, 1950; white wall tyres, spare unused, nearest £675, would exchange post-war car, cash either way.—92, South Church Avenue, Southend-on-Sea. Tel. 68317. [3506

MERCEDES-BENZ

MERCEDES-BENZ (GT. BRITAIN), Ltd., offer:—

TYPE 500K 4-5-seater cabriolet, blue with grey leather upholstery, in exceptional condition.

TYPE 230 Mercedes-Benz 230hp 4-5-seater, drop head, in immaculate condition, Continental steering, first registered 1939, taxed December.—Victoria 8715. [9453

1937 model Mercedes-Benz 500K cabriolet, black, red hide, new tyres, new hood, 26,000 miles, not checked by Mercedes, superb car; exchanges, terms.

SWANMORE GARAGE, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 1022. [2907

1935 (July) Mercedes-Benz type 130 rear engined 15hp cabriolet, R.H. drive, English controls and instruments, total mileage only 42,000; a delightful little car to drive, utterly reliable, many advanced features and designs embodied, £295; terms, exchanges.—B.S.P. Ltd., 445, Waterloo Rd., Blackpool. Tel. 45253. [2912

265 gns.—Mercedes-Benz, 1956 (registered 1955) 2-litre Type 200 Continental fourseme drop head cabriolet, green, fawn leather, independent suspension, 2 spare wheels, very good condition; taxed, terms exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [5325

Mercedes-Benz Cars Wanted

CHIPSTEAD MOTORS, Ltd.—Service and overhauls carried out by experts.

CHIPSTEAD MOTORS, Ltd., always buy good Mercedes.—Station Garage, 197, Fulham Rd., Kensington, S.W.3. Flaxman 0052. [9618

Mercedes-Benz Spares and Service

MERCEDES-BENZ (GREAT BRITAIN), Ltd., Sales Service and Spares, 111, Grosvenor Rd., S.W.1. Victoria 8715-6. Night Service: Victoria 5144. [7002

M.G.

DICKS.

1940 M.G. 2.6-seater saloon, very attractive, highly tuned, £595.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [9545

CAR MART, Ltd.

1948 -49 M.G. T.C. 2-seater, 14,000 miles, £625.

1947 M.G. T.C. 2-seater, 14,000 miles, £775.

1946 M.G. T.C. 2-seater, 13,000 miles, £725.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 5454. [3619

MERCURY offer:—

1940 T.B. M.G. 2-seater, in exceptional condition throughout, fitted with Arbon supercharger with twin S.U.s and manifold as spare, new hood and zipp tonneau cover, excellent tyres, spotless paintwork, duo horns and spotlights, really fast car, capable of cruising comfortably in the 70s with economy; £495; or ½ deposit, balance 12 or 18 months.

TERMS or exchanges with pleasure.

MERCURY MOTORS, 385, Northolt Rd., South Harrow. Byron 2057. [3276

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

M.G.

BROWN'S for M.G.s.

1940 M.G. 1½-litre saloon de luxe, exceptional condition, £645.

1949 (Sept.) M.G. T.C. sports 2-str., immaculate condition; £795.—Brown's Garage, Loughton (Essex) 4119. (Tube). [2039

RIPCO, Ltd., offer:—

1950 M.G. T.D., black with red leather, extras include twin pass lights, Windtone horn, spotlight, etc., mileage under 1,500, spare unused.

1950 M.G. T.D., blue, blue leather, 3,000 miles, Andre shock absorbers, specially tuned engine with large intake carburettors, oil coil twin petrol pumps, all-over tonneau cover, one-owner M.G. in exceptional condition.

1949 M.G. T.C. (Oct.), red, red leather, a one-owner car immaculately maintained throughout its small mileage; another as above finished in green.

ALL the above and many other small mileage used cars are inviting your inspection at Ripco, Ltd., 16, Albemarle St., Mayfair, W.1. Regent 2952/3/4. [3418

H. W. MOTORS, Ltd.

1949 (Nov. '48) T.C., black/red leather, one owner, superb condition throughout; £850.

H. W. MOTORS, Ltd., Walton-on-Thames 783 and 1437. [7767

OVERSEAS CARS, Ltd.

1947 M.G. T.C. sports, green/beige leather, new hood; £695.

1948 (Nov.) M.G. 1¼-litre saloon, black/brown hide leather, perfect; £1,195.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [5055

WOODBAIN CARS offer:—

£295—M.G. 8hp P type sports 2-seater, red and chromium, immaculate appearance, almost new hood, just bored and sleeved this week, a bargain to anyone who really appreciates a good car.

£215—M.G. 8hp Montlhery sports 2-seater, British Racing Green, quick fillers fore and aft, outside exhausts, etc., the answer to an enthusiasts' prayer.

£235—M.G. 8hp P type sports 4-seater, black, sound smart car.

£225—M.G. 12hp N type Magnette open sports 4-seater, superb red cellulose, goes like a bomb.

£120—M.G. 8hp M type sports 2-seaters, choice of two.

MANY others; terms.—Woodbain Cars, the M.G. specialists, 6 & 10, Eton Garages, Eton Avenue, Swiss Cottage, N.W.3. Primrose 9435. [3072

BROOKLANDS for individuality.

1950 M.G. 1¼-litre saloon, metallic green, speedometer reading 4,000.

1950 M.G. 1¼-litre saloon, metallic bronze speedometer reading 10,000.

BUY or sell your car at

103, New Bond St., London, W.1. Mayfair 8351/6. [2343

WARWICK WRIGHT, Ltd., offer:—

1950 M.G. 1¼-litre saloon, bronze, red leather, 6,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [2287

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1950 M.G. 1¼ saloon, black and green, 5,000 miles; £1,450.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [8790

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—

1949 T.C. M.G., colour black, green leather upholstery, excellent condition; £850.

1949 M.G. T.C. sports, colour black, beige leather upholstery, mileage 6,500, immaculate condition, £925.—D. J. Shepherd & Co. (Enfield), Ltd., Hertford Rd., Enfield. Howard 1681. [6137

£375—1937 M.G. 2-litre sports saloon, black, red hide, unrepeatable.—Below.

£495—1939 M.G. 2-litre drop head coupe, maroon and royal blue, beautiful condition throughout, taxed.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [3673

1950 (June) M.G. 1¼-litre saloon, guaranteed mileage 2,200, perfect throughout.

DAWSON BROS., High St., Lymington, Hants. [3685

1939 M.G. 2.6-litre tourer, all new tyres, in perfect condition, price £600 for quick sale.

APPLY No. 3, Lonsdale Rd., Kilburn, N.W.6. Maida Vale 5615. [3693

BEARTS, of Kingston, M.G. specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin. 3348.

M.G. T.C., July 1946, black, windtones, new hood, resprayed, beautiful condition; £800.—Box 3498. [1843

1949 TC M.G., 10,000 miles, one owner, lovely condition.—Tel. Folkestone 2528, 8-9 p.m. [2704

1938 M.G. 2-litre coupe, good condition, recent complete operhaul costing £150.—Box 3727. [3484

1933 J.2 Midget, excellent condition throughout, finished in red, impeccable appearance; £285.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common. Battersea 5573. [2449

1949 M.G. T.C. 2-seater, excellent condition throughout; £800.—Craven, Hoveringham, Notts. [2787

1950 (Jan.) M.G. 1¼-litre saloon, bronze, 6,100 miles.—Ernest Sutton. Tel. Rogate 4 (trade only). [3107

M.G. J.2 black and red, excellent condition, many extras; £285.—Lawrence, Swan St., Sible Hedingham, Essex. [3130

1946 M.G., excellent condition, new engine, hood and sidescreens last December; £600 or near offer.—Box 3750. [3642

M.G. T.A. 1937, perfect condition, all-weather equipment; enthusiast's car; £425.—91, Western Way, Baldock, Herts. [3464

1946 M.G. T.C. 2-seater, black, one owner, immaculate in appearance, thoroughly recommended; £675.

PROCTERS MOTORS, Ltd., 122, High St., Uxbridge. Tel. 428. [2808

1938 M.G., T.A. type, excellent condition, many extras; £420.—49a, High St., Walton-on-Thames 3750. [3498

1948 1¼-litre saloon, two shades of green, good tyres, taxed year, one owner, 17,000 miles, a very clean specimen; £1,125.

REX NEATE, Shamblehurst Lane, Botley, Nr. Southampton. Tel. Botley 132. [9160

1947 M.G. Midget, very nice condition; £700.—Barnes Garage, 315, Finchley Rd., Hampstead, N.W.3. Ham 2221. Mai. 1627. [8476

CASS'S MOTOR MART.—1946 M.G. T.C. 2-seater, black, red hide, numerous extras, 12,000 miles, superb order, guaranteed.—5, Warren St., W.1. Euston 3523. [7600

1939 M.G. 1½-litre 12hp d/h foursome coupe, super condition, new tyres, real bargain; £545.—A.Z. Motors, Palmerston Rd., N.W.6. Mai. 4723. [3578

LATE 1940 1½-litre M.G. saloon, taxed until December, tyres very good, immaculate condition; £550.—P. Wroot, Grove St., Doncaster. Tel. Doncaster 49360. [3249

M.G. T.C. 1946 (Dec.), black, excellent condition, not raced; nearest £650.—Ellison, Stuart Drive, Stockton Heath, Warrington. Tel. Grappenhall 33, after 6 p.m. [3167

JARVIS & SONS, Ltd., offer 1949 M.G. model T.C., colour green, 10,000 miles, in spotless condition; £875.—Morris House, Morden Rd., S.W.19. Liberty 4656. [3339

CENTRAL GARAGE (CROYDON).—1947 (December) M.G. T.C. series, red, beige leather upholstery, excellent condition, 5 new tyres; £695.—Central Garage, Tel. Cro. 7464. [2038

CHIPSTEAD MOTORS, Ltd., 197, Pulham Rd., Kensington, London, S.W.3. 1947 T.C. 2-seater, reconditioned engine just fitted, car as new.—Flaxman 0052/7253/7154. [9253

1939 2.6-litre M.G., 5 new tyres, taxed until December, grey with grey leather, immaculate condition; £550.—P. Wroot, Grove St., Doncaster. Tel. Doncaster 49360. [3250

1949 (May) M.G. T.C. 2-seater, finished red, 10,000 miles; trade and part exchange enquiries invited.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [2462

MAGNA 4-seater saloon, sliding head, over £200 spent on this car since 1948, excellent condition; £225 or near offer.—Vince, 79, Sylvia Ave., Hatch End, Middlesex. Hatch End 119. [2751

595 gns.—M.G. Midget (Sept., 1946) 11hp T.C. 2-seater, black, green leather, good tyres, carefully used, excellent condition, taxed; terms, exchanges.—Rowland Smith, below.

345 gns.—M.G. Midget 1935 8hp P Airline coupe, black, sliding head, red leather, carefully used, excellent condition, taxed; terms, exchanges.—Rowland Smith, below.

145 gns.—M.G. Midget 1931 8hp sports 2-seater, maroon, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below.

265 gns.—M.G. Magnette 1935 12hp KN pillarless 4-door sports saloon, black and green, sliding head, green leather, good tyres, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [3314

1947 M.G. 2-str., one owner, colour maroon, very clean inside and out; £655; several others in stock.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677/8. [8488

1950 M.G. 1¼ saloon, black, green leather, 8,000 miles only, as new; £1,395.—Hendon Central Garage, Ltd., 44-46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1423-4. [7136

1949 M.G. T.C., green, fawn leather, full tonneau cover, windtones, sports coil, etc., one owner since new, beautiful condition, taxed year-end; £760.—Tel. Leeds 23520 (day). [3153

1950 (August) M.G. 1¼ saloon, in green with green leather, 6,000 miles, as new; £1,300.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [3251

£395—M.G. Midget two-seater, series T.A., Decr. 1937, red, excellent condition, fitted foglamp, luggage grid, taxed.—Carey & Clayton, Southbourne, Bournemouth. Tel. 1000. [2757

ROSE & YOUNG, Ltd., offer:— 1949 M.G. T.C. 2-seater, very low mileage, fitted extras, red with beige leather; £775.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station). Tulse Hill 6464. [1668

1946 (Dec.), M.G., T.C. 2-str., fitted with unused reconditioned engine and new tyres; this car is in exceptionally good condition throughout and has been very well maintained; £675; 6 months' written guarantee.

MOSS & LAWSON, Ltd., 1076/1086, London Rd., Thornton Heath. Pollards 1122. [3700

CAMDEN MOTORS.—M.G. T.C. series sports 2-seater, June, 1947; immaculately finished in black with fawn leather interior, very good tyres, hood, side-curtains, etc.; nominal mileage only and obviously well cared for; £695.

CAMDEN MOTORS.—M.G. T.C. series sports 2-seater, July, 1948, beautifully cellulosed in black with red leather interior, 11,000 recorded miles only, extras include built-in master radio, polished chromium luggage grid, twin windtone horns, etc.; very good tyres, spare unused; all the signs of careful and enthusiastic ownership; £765.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue of 400 cars; hire purchase, part exchanges; fares refunded in full to purchasers from any part of the country; free delivery anywhere in the United Kingdom; showrooms open till 8 p.m. Monday to Saturday. [3199

TANKARD & SMITH, Ltd., offer 1939 M.G. T.B. sports 2-seater, finished British racing green, new all-weather equipment, one owner from new; £495; 3 months' written guarantee.—97, Peckham Rd., S.E.15. Tel. Rodney 2051. [3005

TWO-LITRE M.G. saloon, 1939; owned by engineer since new, thoroughly well maintained during whole life; recently fitted new engine (not reconditioned engine); low mileage; an outstanding car in most excellent condition; good reason for selling; £750; taxed and insured until December.—Hanwell Engineering Co., Ltd., Countess Road, Northampton. [9789

WALTER SCOTT, Ltd.—1936 M.G. Midget P.B. 2-seater dual blue, Andre telecontrols, nearly new tyres, outstanding condition; £375; terms and exchanges. 39, College Crescent, Hampstead, N.W.3 (Finchley Road Tube). Pri. 5914. [8161

1950 Model (Dec. 20, 1949) M.G., T.C., red, beige leather, immaculate, twin horns and foglamps, extras, taxed year, 12,000 miles; £830.—Mrs. Webb, Swaisland, Hardenhuish, Chippenham, Wilts. Tel. Chippenham 2787. [3701

£565—1939 M.G. 1½-litre sports tourer, really genuine, magnificent condition, really smooth silent tremendous performance, looks as though it has just left the Motor Show; We can enthuse about this one, it's the best we had had, below.

£595—Rare and beautiful 2-litre M.G. sports saloon, look inside, it's magnificent; ride in it, it's terrific; this car is definitely unusual, beautiful condition, see it for yourself; we mean this, this vehicle is outstanding; choice of 60 other vehicles; 3 months' guarantee, hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [2621

MAYFAIR GARAGES, Ltd.—1938 model T.A. sports 2-seater, finished all black with maroon leather, full all-weather equipment, almost new tyres, fully equipped to standard specification, very smart car in outstanding condition throughout; 3 months' guarantee; £465.

MAYFAIR GARAGES, Ltd., Balderton St. (opp. Selfridges' clock), Mayfair, W.1. Mayfair 3104-5. [1976

1937 M.G. Midget T type 2-seater in black, engine rebored and thoroughly reconditioned to new standards 3,000 miles ago, all new tyres, perfect hood and screens, including ton. cover; accept £385, terms, exchanges.—B.S.P., Ltd., 445, Waterloo Rd., Blackpool. Tel. 43253. [2811

£695—T.C. M.G. (reg. 30th September, 1947) reluctantly for sale on owner's marriage, fine specimen fitted low-pressure rear tyres, twin horns, spotlight, trafficators, grid, oil and water thermometers, etc., etc., new tyres, taxed year, black/beige leather, full history available.—Tel. Woldingham 2153. [3455

M.G. Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase M.G. cars.—320, Euston Rd., N.W.1. Euston 1212. [0066

R

ROWLAND SMITH'S, the M.G. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0948

SLOCOMBES OF NEASDEN.

SLOCOMBES.—Good clean M.G.s wanted; must be perfect condition.—38-52, Dudden Hill Lane, N.W.10. Willesden 4869. [7643

T type wanted, one requiring attention preferred.—Red Lion Hotel, Prescot, Lancs. [2788

APPROACH us first before disposing of your M.G. car.—Tankard & Smith, Ltd., 226-232, High Rd., N.15. Stamford Hill 3291-2-3. [3556

URGENTLY required, low mileage 1948-50 M.G. 1¼ saloon.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [1698

RAYMOND WAY, the hire-purchase specialists, are still buying M.G.s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0965

ROSE & YOUNG, Ltd.—Wanted, small mileage T.C. or T.D. M.G. urgently.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station.) Tulse Hill 6464 and 8182. [7974

MAYFAIR GARAGES, Ltd.—Particularly good cash buyers of all models M.G.; telephone or write for buyer to call.—Mayfair Garages, Ltd., Balderton Street (opp. Selfridges' clock), Mayfair, W.1. Mayfair 3104-5. [0696

M.G. Spares and Service

U M Ltd.,

THE sole London distributors for M.G. cars.

UNIVERSITY MOTORS, Ltd., 7, Hertford St., Mayfair, W.1. Tel. Grosvenor 4141. [0505

W. JACOBS & SON.

WE specialise in spares and repairs for all models of M.G. cars.

W. JACOBS & SON, Mill Grange, Chigwell Rd., South Woodford, E.18. Wanstead 660. [0486

M.G. spares.—New vertical drives, rockers, valves, road springs, front aprons, rear tanks, J2 crankshafts, chromium plated luggage grids, M type clutch plates, prompt and courteous service; see P. & A. column.

DERRINGTON, 159, London Rd., Kingston 5621-2. [6898

M.G. engine, axle, gear box, reconditioning, recon. exchange blocks, cranks, rockers, v/drive, dynos., etc., new rocker shafts, bushes, valves, guides, springs, gaskets, wire wheels supplied and repaired, road springs, new and reconditioned.—A. E. Witham, Queens Garage, Queens Rd., Wimbledon (Station), S.W.19. Liberty 3085. [0453

TOULMIN MOTORS specialise in M.G. and M.G. cars only, repairs and complete overhauls all models, reconditioned engines in stock for types P, J, T and L, and N, Magnette; exchange service dynamos, starters, crankshafts with rods, gear boxes, brake shoes, vertical drives, V.D. sleeves, rockers, rocker bushes, rocker shafts, valves, guides, springs and gasket sets with full range of M.G. spares always available; we specialise in racing spares.

WRITE or 'phone Toulmin Motors, The Roundabout, Hanworth, Middlesex. Tel. Molesey 4401. [0349

MORGAN

1938 Morgan 4/4 sports, reconditioned throughout and resprayed green this year, exceptional condition.—37, Anne Boleyns Walk, Cheam, Surrey. [2950

1947 Morgan 4-seater sports, scarlet, excellent condition, new tyres, appearance almost as new; £600.—Griffith, 5, Malvern Place, Cheltenham. [2874

1949 (December) Morgan 4-4 sports 2-str. in red, one owner, almost unmarked, speedometer reading 8,000, accept £735.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677/8. [8487

1950 (April) Morgan 4/4 2-seater, green, unmarked, entire car perfect, spares unused; any trial/inspection; £750 or close offer; why pay dealers £100 more?—Williams, Kings Arms, Kingsbridge 2071. [3449

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Morgan Cars Wanted

R

ROWLAND SMITH'S, the Morgan buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0949

SLOCOMBES of Neasden.

4-4 Morgan required, coupe or tourer, nice condition preferable, year immaterial.

38-52, Dudden Hill Lane, N.W.10. Willesden 4869. [3838

CASH immediately for good Morgan.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [3224

RAYMOND WAY, the hire-purchase specialists, are still buying Morgans and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0866

Morgan Spares and Service

MORGAN 4/4 official spare parts stockist; service and repairs.—Basil Roy, Ltd., 161, Gt. Portland St., W.1. Langham 7733. [0514

MORGANS.—All available spares in stock.—F. H. Douglass, Morgan Specialist, 1a, South Ealing Rd., Ealing, W.5. Ealing 0570. [0728

MORRIS MINOR

CAR MART, Ltd.

1950 Morris Minor Tourer, 2,000 miles; £550.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [3620

ROSE & YOUNG, Ltd., offer:—

1950 model Morris Minor tourer, low mileage, immaculate condition, black; £775.

1950 Morris Minor saloon, very low mileage, immaculate condition, fitted with several extras, maroon, £845.—65-69, Sternhold Ape., Streatham Hill, S.W.2 (1 minuate Streatham Hill Station). Tulse Hill 6464. [3360

PHILIP RICKARDS, Ltd., offer:—

1949 Morris Minor tourer, 14,000 miles, black.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [2941

1949 Morris Minor saloon, black, beige upholstery, 15,000 miles, one owner.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5951), and 12, Chelsea Manor St., S.W.3 (Flaxman 8181). [5057

1949 (July) Morris Minor saloon, grey, 12,000 miles.—Ernest Sutton. Tel. Rogate 4 (trade only). [3105

1950 (Jan.) Morris Minor tourer, maroon, 12,000 miles.—Ernest Sutton. Tel. Rogate 4 (trade only). [3104

1950 model Morris Minor tourer, turquoise, beige interior, 3,500 miles only, as new; £815.—J. Davy, Kensington 1108. [3036

PRIVATE owner offers 1950 series Morris Minor tourer, speedometer reading 7,187; £825.—Adams, Stump Cross, Halifax. Tel. 2438. [3159

1949 (November) Morris Minor tourer, grey with fawn leather upholstery, 8,325 miles only; £785.—Brew Bros., Ltd., Kensington 2468. [2782

JARVIS & SONS, Ltd., offer 1950 Morris Minor saloon, black, low mileage, immaculate condition; £915.—Morris House, Morden Rd., S.W.19. Liberty 4656. [3340

1950 (Oct. 1949) Morris Minor saloon, grey and chromium, beige hide upholstery, new condition, under 5,000 miles; £885.—Harris, 41, Stratford St., Oxford. [3635

L. F. DOVE offer 1950 Morris Minor Jarvis conversion drop head coupe, maroon, beige upholstery, 4,000 miles, as new, £825.—69, Broadway, Wimbledon, S.W.19. Liberty 3456. [3567

Morris Minor Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase Morris Minor cars.—320, Euston Rd., N.W.1. Euston 1212. [0716

I NEED post-war Morris Minor immediately.—21, Kirkstall Rd., S.W.2. Tulse Hill 1288 (day). [0745

ALMOST new Morris Minor required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0854

Morris Minor Spares and Service

MORRIS MINOR spares, 1929-34, reconditioned exchange engines.—John Wrigley, Station Garage, Vicarage Farm Rd., West Hounslow, Middx. Tel. Hounslow 2240. [3637

MORRIS EIGHT

NEWNHAMS, Ltd.

1939 Morris 8 2-door saloon, nice condition throughout, fitted radio; £395.

NEWNHAM HOUSE, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [3551

J. CORYTON, Ltd.

8hp Morris saloon; for details,

139-149, Fulham Rd., S.W.3. Ken. 1410. [8984

COACHCRAFT offer:—

1940 Morris 8 E-type saloon, in very sound condition throughout, taxed till December, colour black with brown upholstery, a fine example of this very popular model which combines economy with performance and appearance; £385; terms and exchanges.

COACHCRAFT, Elm Rd., Evesham. Tel. 6539. [3203

MORRIS 8 saloon, 1938, nice condition; terms; £295.

WITHAMS MOTORS, Ltd., 18, Balham Hill, S.W.12. Battersea 3280-3769. [3280

1950 Morris 8 tourer, negligible mileage, as brand new.

GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 3268. [3395

1935 Morris 8 sunshine saloon, excellent condition, £200.—Bal. 3839. [2789

MORRIS 8hp tourer, 1938, in very good condition, 62,000 miles, new hood; £295.—Tel. Syd. 3993 after 8 p.m. [3151

1938 Morris 8hp 2-door saloon de luxe, a very exceptional one owner car, in original condition; £375.

1939 Morris 8 2-door saloon, reconditioned engine; £420.—Below.

1947 Morris 8hp de luxe saloon, black, brown leather, engine reconditioned; £620.—Vandervell's (Buyers of Good Used Cars), 215, Haverstock Hill, N.W.3. Primrose 4441. [1329

MORRIS EIGHT

315gns.—1938 Morris 8 de luxe saloon, superb condition.—Autosnips, 5, Balham High Rd., Balham 1509. [3206

1938 Morris 8 saloon, choice of two; also 1937, very good condition; from £285.—Tel. Park 6736, or Aylesbury 164. [3351

1947 Morris 8 saloon, 1 owner only, just reconditioned and in excellent order, with written guarantee, £625.

TANKARD & SMITH, Ltd., 226-232, High Rd., South Tottenham, N.15. Tel. Sta. 3291. [3076

1938 Morris 8 2-door saloon, good condition; £270; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [3707

1938 Morris 8 2-door sun saloon, reconditioned engine, exceptional condition; £360.—Northwood 1275 after 6.30 p.m. [3710

GATEHOUSE offer 1938 Morris 8 saloon, in excellent condition; £375.—Gatehouse Motors Ltd., Highgate Village, N.6. Mou. 4444. [9720

GATEHOUSE offer 1938 Morris 8 saloon, in excellent condition; £345.—Gatehouse Motors, Ltd., Highgate Village, N.6. Mou. 4444. [9721

1937 Morris 8 saloon, excellent condition throughout; £315.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [2306

1947 Morris 8, very good order; £575.—Barnes Garage, 315, Finchley Rd., Hampstead, N.W.3. Ham. 2221. Mai. 1627. [2591

1937 Morris 8 4-seater, absolutely guaranteed; £250; payments.—Oldfield, 386, Kensington High St., W.14. Western 6631. [3416

1938 Morris 8 saloons, two, from £295.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [3292

1947 Morris 8 de luxe saloon, excellent condition throughout; £595.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [3333

BRUTONS, Ltd.—1938 Morris 8 2-door black saloon, new engine, taxed year; £335.—13-14, Osten Mews, Emperor's Gate, S.W.7. Western 1242. [1324

JARVIS & SONS, Ltd., offer 1947 Morris 8 4-door saloon, black, Jarvis condition; £675.—Morris House, Morden Rd., S.W.19. Liberty 4656. [3337

1938 Morris 8 sun roof saloon, blue, in first-class condition throughout; £375.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [6383

1948 Morris 8 saloon, clean with good tyres, open to any examination; £625.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [6674

QUITE unusually good example of an excellent model 1935 4-door Morris series I saloon, 8hp; faultless and better than average 1940 car, £345; exchanges considered.

MARBLE ARCH MOTOR SUPPLIES, Ltd., High St., Watford. Tel. Watford 4491. [9841

1939 (February) Morris 8 series E de luxe saloon, black with brown leather, a real specimen car, taxed, £425.—348, King St., Hammersmith. Riverside 2837-8. [3060

£199—1935-6 Morris 8 de luxe saloon, excellent mechanically, dull paintwork, bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [3680

£269—1937 Morris 8 saloon, genuine bargain, choice of two.—G. P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yards Clapham South Tube). Batt. 1107-8-9. [2056

1938 model series E Morris 8hp 4-door saloon, low mileage, clean appearance, economical with good performance, taxed to end of year; £365 or near offer.—Liberty 3372. [3500

WALTER SCOTT, Ltd.—1938 model Morris 8 2-seater, blue, excellent condition throughout; £325; exchanges, terms.—39, College Crescent, Hampstead, N.W.3. (Finchley Road Tube.) Pri. 5914. [5088

245gns.—Morris 8 (1937 model) 2-door saloon, black, good tyres, good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [3320

1940 Morris 8 de luxe 2-door saloon, most beautifully refinished in black, bodywork unblemished and indistinguishable from post-war models, blue leather interior and carpets to match, all in excellent condition, mechanically this car is in very good order and is absolutely silent, taxed yearly, two new tyres, £395; terms and exchanges.—Maidstone Eng. Co., Cross St., Pendleton, Manchester. Tel. Pen. 3457. [3466

Morris Eight Cars Wanted

I REQUIRE post-war Morris 8 urgently.—30, Ryecroft Rd., S.W.16. Tulse Hill 1288 (day). [0747

ROWLAND SMITH'S, the Morris 8 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

CASH buyers of low-mileage Morris 8s; distance no object.—Hattons, Lord St., Southport. Tel. 2268.

REQUIRED urgently, post-war Morris 8.—Lyne, Frank & Wagstaff, 3-5, Crouch End Hill, N.8. Mountview 4401. [2639

RAYMOND WAY, the hire-purchase specialists, are still buying Morris 8 and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0867

MORRIS TEN

MONTROE MOTORS offer:—

1936 Morris 10 saloon, taxed and insured, £275.

1938 Morris 10 saloon, recellulosed, taxed; £395.

1939 Morris 10 saloon, black; £465.

MONTROE MOTORS (N. H. Boswell), 91-7, Epping New Rd., Buckhurst Hill, Essex. Buc. 1171-2. [1304

C.M.I. CAR SALES (Pri. 6623), offer:—

1947 Morris 10 4-door saloon, one owner.—Swiss Cottage, Finchley, N.W.3. [4094

1946 Morris 10 saloon, black, as new throughout; £625.

MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8082. [3392

1947 Morris 10 saloon, black, 4-door, sunshine roof, low mileage; £775.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [1600

1946 Morris 10 saloon, black with brown leather, 18,000 miles, one owner.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5951); and 12, Chelsea Manor St., S.W.3 (Flaxman 8181.) [9988

1940 Morris 10, perfect VIR, one owner; fully insured, tax; guarantee; £435.—Elmbridge 0195. [8474

MORRIS TEN

1947 Morris 10 saloon, 19,000 miles, black, brown.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [2835

1947 Morris 10 de luxe sun saloon, colour black, brown leather upholstery, one owner, as new, taxed year; 699gns.

RAYMOND WAY OF KILBURN, hire purchase specialist, has 200 good used cars under £400. Maida Vale 6044. [3210

1946 Morris 10 de luxe sun saloon, colour black, brown leather upholstery; carefully maintained; taxed year; 599gns.

RAYMOND WAY OF KILBURN, hire purchase specialist, has 200 good used cars under £400.—Maida Vale 6044. [3215

L. F. DOVE offer 1946 Morris 10, showroom condition, black with brown, one owner; £685.—69, Broadway, Wimbledon, S.W.19. Liberty 3456. [3568

1948 Morris 10 4-door saloon, exceptionally clean inside and out, sunshine roof; £785.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [8490

ARCHIE SIMONS & Co., Ltd.—Morris 10 saloon, colour black, brown leather upholstery, excellent condition throughout; £455.—94, Gt. Portland St., W.1. Lan. 1343. [3068

AVAILABLE to the trade, low mileage 1948 Morris 10.—Gerry Browne Motors, 55-57, South Edwardes Sq., Kensington, London, W.8. Temporary Telephone No. Western 2269. [0713

£139 deposit, or £399 cash secures 1939 Morris 10 saloon, recellulosed, in good running order.—C. & S. Motors, Ltd., Dudden Hill Lane, Neasden. Gladstone 8605-6. [3412

1947 (December, 1946) Morris 10hp saloon de luxe, one owner, recond. engine fitted, 1,800 miles, taxed for year; £595.—517, Kingsland Rd., Dalston, E.8. Clissold 4943. [3604

£675—1946 Morris 10, literally spotless, looks and runs like 1948 model, small mileage, interior like new and beautiful performance, 3 months' guarantee, hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [2626

1948 model Morris 10 saloon, black, brown leather, one owner, 21,000 careful miles; £795; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [3516

1947 (reg. Dec., '46) Morris 10hp saloon, black with brown hide upholstery, a very comfortable car, in excellent condition; £695.—Pantiles Service Garage, London Rd., Guildford 5326. [2532

1947 (June) 10 saloon, 21,000 miles, black, sun roof, new tyres, ex. condition, one owner; £700 or near; inspect London, private sale.—9, Braeside Ave., Sevenoaks, Kent. Sevenoaks 2056. [3133

295gns.—Morris 10 1939 model Series M de luxe 4-door saloon, black, sliding head, brown leather; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [3324

1948 Morris 10 de luxe saloon, black/brown leather, 16,000 miles, excellent condition throughout, any inspection invited, 3 months' guarantee; £825.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [3024

Morris Ten Cars Wanted

URGENTLY required, post-war series M Morris 10 saloon.

LYNE, FRANK & WAGSTAFF, Ltd., 3-5, Crouch End Hill, N.8. Mountview 4401. [6801

I NEED post-war Morris 10 urgently.—Fortune, 33, Cambridge Rd., Wanstead, 11. [0748

ROWLAND SMITH'S, the Morris 10 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

CASH buyers of low-mileage Morris 10s; distance no object.—Hattons, Lord St., Southport. Tel. 2268.

RAYMOND WAY, the hire-purchase specialists, are still buying Morris 10s, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0868

MORRIS TWELVE

1939 Morris 12-4 saloon, very good condition, 2 new tyres; £395.—78, Markhouse Rd., E.17. Key. 1660. [3657

1939 (August) Morris 12hp saloon, fitted replacement engine, body recellulosed, in excellent order throughout; £495.

LYNE, FRANK & WAGSTAFF, Ltd., 3-5, Crouch End Hill, N.8. Mountview 4401. [6946

£185—Morris 12 saloon, 1934, new tyres, battery, etc., oil consumption negligible, petrol 30mpg; this car is in outstanding condition; any A.A. or R.A.C. examination welcomed, taxed and in daily use.—Garrad Motors, 132b, Uxbridge Rd., Hanwell, W.7. Ealing 4635. [3270

Morris Twelve Cars Wanted

ROWLAND SMITH'S, the Morris 12 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

RAYMOND WAY, the hire-purchase specialists, are still buying pre-war Morris 12s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0869

MORRIS OXFORD

CAR MART, Ltd.

1949 Morris Oxford saloon, 13,000 miles; £1,095.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [3621

LEX GARAGES, Ltd., offer:—

1950 Morris Oxford saloon, maroon, fitted loose covers, low mileage, immaculate, one owner.

LEX GARAGES, Ltd., Lexington St., London, W.1. Gerrard 8600. [3512

H. A. SAUNDERS, Ltd., offer:—

1949 Morris Oxford saloon, metallic bronze with beige leather upholstery, 10,000 miles; £1,145.

836-842, High Rd., N.12. Hillside 0024. [2845

1950 model Morris Oxford saloon, maroon, one owner; terms, exchanges; £1,075.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [3424

GOLDERS GREEN. H. A. Saunders, Ltd.—1950 Morris Oxford saloon, black/brown, 11,700 miles; £1,085.—Below.

1950 Morris Oxford saloon, black/brown, 12,000 miles, heater; £1,095.—144, Golders Green Rd. Spe. 0011. [3384

1949 Morris Oxford saloon, maroon, one owner, bargain; £1,050.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [2291

1949 Morris Oxford, black, beige hide, immaculate condition; £1,025.—Blue Star Garages, Ltd., Kensington High St., W.14. (Wes. 9851). [2528

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

MORRIS OXFORD

1949 Morris Oxford saloon, first registered 21.10.49, finished in black with brown leather upholstery, 3,000 miles, one owner, in first-class condition.

ARTHUR MULLINER, Ltd., Bridge St., Northampton. Tel. 907. [3009

JARVIS & SONS, Ltd., offer 1949 Morris Oxford saloon, in superb condition, green with beige upholstery; £1,150.—Morris House, Morden Rd., S.W.19. Liberty 4656. [3338

1950 Morris Oxford saloon, 5,000 miles, maroon with maroon leather upholstery, in absolute showroom condition; £1,195; part exchanges, deferred terms, written guarantee.—Chain Garages, Hanger Lane, Western Avenue, Ealing, W.5. Per. 4404-5. [3537

Morris Oxford Cars Wanted

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THE CAR MART, Ltd., wish to purchase Morris Oxford cars.—150, Park Lane, W.1. Grosvenor 3434. [0717

I REQUIRE post-war Morris Oxford urgently.—30, Ryecroft Rd., S.W.16. Tulse Hill 1288 (days). [0749

ALMOST new Morris Oxford required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0856

MORRIS FOURTEEN

£350—Morris 14 4-door saloon de luxe, original condition, superb interior, reconditioned engine, all extras, many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat. 9-6 (50 yds Holland Park Tube.) [2735

MORRIS SIX

CAR MART, Ltd.

1950 Morris Six saloon, 10,000 miles; £1,295.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [3622

1949 (Sept.) Morris Six saloon, radio, heater, terms, exchanges; £1,195.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [3425

1950 Morris Six saloon, 4,000 miles.—Autowork, Ltd., Winchester. Tel. Winchester 4834/3406. [2918

GOLDERS GREEN. H. A. Saunders, Ltd.—1949 Morris Six saloon, maroon beige, 6,544 miles; £1,220.—Below.

1950 Morris Six saloon, maroon red hide; £1,275.—144, Golders Green Rd. Spe. 0011. [3385

1200 miles.—1950 Morris Six saloon.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [2164

1950 Morris Six saloon, fitted heater, cooler, foglamp, good tyres, regularly serviced; £1,250.—Langley. Tel. Windsor 5. [3702

1950 saloon, black, H.M.V. radio, heater, loose covers, carefully serviced, £1,275.—Campbell Symonds. Wembley 6262. [5501

1950 Morris Six saloon, colour green, excellent condition; £1,150.—John Whalley, Ltd., London Rd., Bishop's Stortford. Tel. 181 and 182. [1751

MORRIS MISCELLANEOUS

TANKARD & SMITH, Ltd., offer the choice of many Morris 8s, 10s and 12s from their vast stock of over 200 used cars all subject to three months' written guarantee.—198, King's Rd., S.W.3. Tel. Flax. 4801-3 [0379

Morris Miscellaneous Cars Wanted

R

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ROWLAND SMITH'S, the Morris buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0979

MORRIS wanted.—Smith's, 86, Chalk Farm Rd., N.W.1. Gul. 2767. [0824

CASH immediately for good Morris.—H. F. Edwards, 154, Gt. Titchfield St., W.1, Langham 0012. [3225

POST-WAR Morris cars wanted urgently mileage under 10,000; must be in very good condition. Offers to:—

MARBLE ARCH MOTOR SUPPLIES, Ltd., High St., Watford. Tel. Watford 3491. [2047

JACK OLDING, Ltd., 8-10, North Audley St., W.1. Morris retailers, require cars in first-class condition. Mayfair 5242. [0814

CASH buyers of low-mileage Morris Minor, Oxford and Six; distance no object.—Hattons, Lord St., Southport. Tel. 2266. [0798

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Morris from 1937 onwards. Wembley 8691/2. [0670

APPROACH us first before disposing of your Morris car.—Tankard & Smith, Ltd., 226-232, High Rd., N.15. Stamford Hill 3291-2-3. [3557

Morris Spares and Service

FOR Morris service consult Morris specialists.—W. T. Mason & Co., 2, Ley St., Ilford (Tel. Ilford 0961). [0471

LARGEST and quickest spares service in the South of England.—Hewens Garages, Ltd., Reading. Tel. 4436. [0206

FOR Morris mudguards, running boards, 1930-46.—Brooks, 5 and 6, Frederick Place, Brighton. Brighton 21147. [0384

Nash Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Nash from 1937 onwards.—Wembley 8691-2. [0963

OLDSMOBILE

JOE THOMPSON (MOTORS), Ltd., offer:—

LATE model Oldsmobile convertible coupe with Rocket engine.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4858. [9264

DISTRIBUTORS (RAWLENCE) Ltd., Sales Service and Spares, Blindley Heath, nr. Lingfield, Surrey. Tel. Lingfield 330-1.

1936 6-cyl. Oldsmobile saloon in exceptional condition; £375.

DISTRIBUTORS (RAWLENCE), Ltd., Blindley Heath, nr. Lingfield, Surrey. [0113

OLDSMOBILE main dealers for London, Middlesex, Essex and adjoining counties.—Lex Garages, Ltd., 2, Lexington St., W.1 (Gerrard 8600). Service Workshops and Spare Parts, 7, Pembridge Villas (nr. Westbourne Grove), W.11 (Bayswater 6626-7). [0576

OLDSMOBILE 1939 6 saloon, excellent condition, radio, blue leather upholstery, fur rug, mechanically perfect, post-war appearance and condition, genuine bargain, must sell; £495.—Museum 6398, evenings, Gladstone 6105. [3015

1948 model Oldsmobile dynamic 6-seater saloon, registered April, 1949, equipped at extra cost with latest type hydramatic drive, elegant and stylishly modern bodywork immaculately finished in deep maroon with super modern frontal appearance, extra wide horizontal chromed bars curving downwards at ends, full length chromed rubbing strip and waistline, interior superbly upholstered in grey broadcloth with tailored loose seat covers, built-in Radiomobile of magnificent tone, heater, demisting, automatic door lights, etc., all instruments contained in chrome and maroon panelling—one owner since first registered; genuine low mileage.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2401 (5 lines). Write for our post free catalogue. Hire purchase. Part exchanges. Free delivery. Showrooms open till 8 p.m. from Monday to Saturday. [3196

Oldsmobile Cars Wanted

OLDSMOBILE main dealers

LEX GARAGES, Ltd., are interested to buy recent model Oldsmobile cars.

LEX GARAGES, Ltd., 2, Lexington St., W.1. Gerrard 8600. [0627

BRITISH & COLONIAL MOTORS, Ltd., require good Oldsmobile cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [2150

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Oldsmobile from 1937 onwards.—Wembley 8691-2.

OPEL

£245—1937 16hp Opel 7-seater limousine, a most unusual and desirable car for a modest outlay.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [3679

1937 Opel Olympia 12hp Cabriolet in first-class order; £295.—Potter, Richards & Cave, Kensington 6955, or letters only to Richards, 62, Princes Gate Mews, S.W.7. [3546

Opel Cars Wanted

ROWLAND SMITH'S, the Opel buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0980

PRIDE & CLARKE, Ltd., the Opel distributors, offer immediate cash payment for all models.—237, Brixton Hill, S.W.2. Tul. 5664. [0036

MAYNER MOTORS, Ltd., Opel distributors, buyers of all models.—1-6, Southampton St., Southampton. Tel. Southampton 3266, 4944. [0631

Opel Spares and Service

PRIDE & CLARKE, Ltd., new brake and clutch linings, valves, springs, piston rings; quotations.—Stockwell Rd., S.W.9. Bri. 6251. [0733

MAYNER MOTORS, Ltd., distributors; Opel spare parts and reconditioned engine service.—Southampton St., Southampton. Tel. Southampton 3266, 4944.

PACKARD

JOE THOMPSON (MOTORS), Ltd., offer:—

A LATE model Packard 4-door saloon, colour blue, very good, registered April, 1950.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4858. [1084

LEONARD WILLIAMS & Co. (1940), Ltd., Great West Rd., Brentford, Middlesex. Ealing 3400.

PACKARD sole concessionaires, offer a selection of approved late model Packard cars.

LEONARD WILLIAMS & Co. (1940), Ltd., Great West Rd., Brentford, Middlesex. Ealing 3400. [0282

1947 Packard de luxe Clipper, right-hand drive, radio, etc., etc., beautiful car.—Western 6015. [2820

£385—1946 (reg.) 1937 model Packard de luxe saloon, leather interior, radio, heater, clean condition, bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [3678

1937 Packard 4-light saloon 33.84 straight eight, really clean car, splendid running order, entirely reupholstered, 5 unworn tyres, new battery, first class radio; sacrifice at £300; owner taken delivery new car.—Spencers' Nurseries, Ltd., Hawkwell, Essex. Hockley 50. [2760

A & S Limousines 1939, partition, widest occasionals, black, selected carriages, certified mechanically desirable condition, from £925.

ALPE & SAUNDERS (100 Limousines; Lists posted) Providence Court, Grosvenor Square. Mayfair-2941. [2968

Packard Cars Wanted

CASH immediately for Packard.—H. F. Edwards, 28, Upper High St., Epsom 9400. [3230

ROWLAND SMITH'S, the Packard buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

LEONARD WILLIAMS & Co., (1940), Ltd., Packard Sole Concessionaires, urgently require 1939 convertible coupes.

PACKARD BUILDINGS, Great West Rd., Brentford, Middlesex. Ealing 3400. [3013

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Packard from 1937 onwards.—Wembley 8691/2. [0671

JOE THOMPSON (MOTORS), Ltd., Packard specialists, 97, Fulham Rd. (next door to Michelins), S. Kensington. Kensington 4858. [0902

LEONARD WILLIAMS & Co. (1940), Ltd., Packard sole concessionaires, require 1938-9 Packard cars for reconditioning.—Great West Rd., Brentford, Middlesex. Ealing 3400. [0191

Packard Spares and Service

JOE THOMPSON (MOTORS), Ltd., Packard specialists, 97, Fulham Rd. (next door to Michelins), S. Kensington. Kensington 4858. [0903

LEONARD WILLIAMS & Co. (1940) Ltd., Packard sole concessionaires, Packard Buildings, Great West Rd., Brentford Middlesex. Ealing 3400. [0464

PLYMOUTH

SIMPSON'S MOTORS offer:—

1947/8 Plymouth saloon, fitted with radio and heater, American seat covers.

1949 Plymouth 4-door saloon, heater, seat covers, immaculate car, left-hand drive, colour dark blue; for full list see under "American Cars."

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), Wembley 8691-2. [2013

PONTIAC

1938 Pontiac saloon 29hp; £350.—Crown Garage, Albany St. (adj. Barracks) N.W.1. Tel. Euston 5507 and 1520. [2091

1939 Pontiac six-cylinder convertible foursome, radio, very nice condition; £595.—Taylor and Crawley, 38, Kensington Court, W.8. Western 6015. [2419

1951 Pontiac 8 4-door saloon, radio, heater, 2,000 miles only, believed only car of this type for sale in England.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557/6970. [8185

D. H. coupe, 1937, 27hp, £100 overhaul, guaranteed showroom; £265.—93, Monarch Parade, Mitcham. [3436

£550—1939 (July) Pontiac 29hp foursome drop head coupe, faultless mechanically, clean condition, one owner only from new, fitted radio, taxed year, bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [3677

1947 Pontiac Streamliner 6-seater saloon (right-hand drive), a handsome and elegantly modern looking post-war American car with fully chromed, new-look mouth-organ front, immaculately finished in duo grey with interior to match, automatic door lights, whitewall tyres and all the usual extras, outstanding condition.

1948 Pontiac Streamliner 8 saloon, equipped with latest type Hydromatic drive, full de luxe 6-seater bodywork with chromed embellishers and chromed gravel guards, immaculately finished in silver grey with grey broadcloth interior, Dumite loose seat covers, built-in radio, heater and demisting unit, ultra-modern frontal appearance, whitewall tyres, etc., superb order throughout.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for our post free catalogue of 400 cars; hire purchase, part exchanges; fares refunded in full to purchasers from any part of the country; free delivery anywhere in the United Kingdom; showrooms open till 8 p.m. Monday to Saturday. [3190

Pontiac Cars Wanted

BRITISH & COLONIAL MOTORS, Ltd., require good Pontiac cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [2149

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Pontiac from 1937 onwards.—Wembley 8691-2. [0672

Pontiac Spares and Service

FOR Pontiac spares and Pontiac service.

U.S. CONCESSIONAIRES, Ltd., Pontiac Works, Jubilee Place, Chelsea, London, S.W.3. Tel. Flaxman 7752/4.

SOLE distributors Great Britain for Pontiac cars and Pontiac parts. [0517

JUBILEE MOTORS (1940), 18a, Mcleods Mews, Kensington. Tel. Western 1449.—Pontiac repairs and spares. [9947

Porsche Sports and Service

COLBORNE GARAGE, Ltd., Ripley, Surrey, the Volkswagen people, now announce service repairs, etc., for the Porsche.—Tel. Ripley 2361. [0629

RACING CARS

COOPERS GARAGE (SURBITON), Ltd., of Surbiton, Tel. Elm. 3346, are the sole concessionnaires for Great Britain of the Cooper 500 and 1,100cc formula racing cars. [0821

ACLAND & TABOR, Ltd., Welwyn 481, offer for sale their most successful Lamgia sports racing car, specially built by Harry Lester regardless of cost, a really charming road vehicle, standing ¼-mile 17.75 secs, max. speed 105 mph, road holding, cornering and braking beyond compare, Lancia Augusta chassis, special 1¼-litre M.G. engine and gear box, total mileage of these units under 3,000, full racing history, further details and photograph available to genuine buyer; £950. [3430

RAILTON

A-ONE MOTORS (LONDON), Ltd., offer a good selection of Railton cars.—260, Belgrave Rd., S.W.1. Victoria 8285. [0333

MAJOR J. P. S. BARBER, 65, Linden Gardens, W.2. Bayswater 6753. All models up to 1947, 17hp, 21hp, 28hp coupe, saloons, tourers. [5467

R.A.F. officer wishes sell 35 Railton 28hp saloon, 19 mpg, just rebored, new radiator, radio, etc.; £325.—Write BM/OFOD, London, W.C.1. [3485

1938 Railton 28 drop head coupe by Carrington, reconditioned throughout, striking car in sea green; also 1940 Railton owner-driver 4 light saloon, low mileage.—Claude Burgoyne & Co., St. Peters Garage, St. Peters Rd., W.6. Riverside 7644. [3407

265 gns.—Railton 8 (November, 1935), 29hp foursome drop head coupe, black, red leather, carefully used excellent condition, taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [3307

Railton Cars Wanted

CASH immediately for Railton.—H. F. Edwards, 28, Upper High St., Epsom 9400. [3231

THOMPSON & TAYLOR (BROOKLANDS), Ltd., purchase good Railton cars, 1937-39.—Portsmouth Rd., Cobham, Surrey. Cobham 2848. [0650

RENAULT

RENAULT cars, spare parts, repairs & service.—Renault, Ltd., Western Ave., Acton, W.3. Acorn 4656.

RAYMOND WAY,

SEVEN KING'S Branch, offer:—

299 gns.—1939 Renault 8 de luxe saloon, black with green leather, super condition throughout, taxed.

RAYMOND WAY MOTORS, Ltd., 773, High Rd., Seven Kings. Seven Kings 4066. [2413

REAR-ENGINED Renault 760cc 4-door saloon, 1949 model, good condition; £725.—Box 3742. [3244

WELHAMS RENAULT SALES SERVICE, Surbiton Hill Rd., Surbiton (Elmbridge 1873), offer:—

1939 26hp 6-str. saloon, reconditioned; £350. [0128

1950 Renault, sparkling, low mileage, metallic green, many extras; 760gns.—Bank, Farnboro 946. [3456

4 CV, very carefully maintained and driven; English r.h.d.; £760.—Miss Jefferies, 22, West End Ave, Gatley, Manchester. Chorlton 6176. [2871

Renault Cars Wanted

ROWLAND SMITH'S, the Renault buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

WELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton, Elmbridge 1873, purchase all models. [0127

RILEY

DICKS.

1936 Riley 1½-litre Kestrel saloon, special series engine; £450.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [7483

TOM GARNER, Ltd., offer:—

1950 Riley 1½-litre saloon, green with beige leather, radio, heater, 4,000 miles only.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 3265-6. [2853

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

RILEY

CAR MART, Ltd.

1950 Riley 1½-litre saloon, 12,000 miles, £1,625.

1950 Riley 2½-litre drop head coupe, radio, heater, 15,000 miles; £2,250.

1946 Riley 2½-litre saloon, 21,000 miles; £1,095. —Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [3616

BROOKLANDS for individuality.

1949 Riley 1½-litre saloon, maroon, heater, small mileage.

BUY or sell your car at

103, New Bond St., London, W.1. Mayfair 8351-6. [2344

HAROLD RADFORD & Co., Ltd.

1949 (Sept.) 2½-litre Riley saloon, black, with brown leather and cloth upholstery, speedometer reading 16,713 miles, fitted with new tyres, in exceptional condition throughout.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel., Kensington 8642 (5 lines). [3113

BOON & PORTER, Ltd., distributors.

1949 2½-litre, black; £1,750.

1947 2½-litre, black; £1,350.

THE above have been serviced throughout and passed by us.

CASTELNAU, S.W.13. (By Hammersmith Bridge). Riverside 4444. [2917

GORDON CARS (LONDON), Ltd.—1950 Riley 1½-litre saloon, maroon.—Below.

GORDON CARS (LONDON), Ltd.—1949 Riley 1½-litre saloon, ivory.—Below.

GORDON CARS (LONDON), Ltd.—1949 Riley 1½-litre saloon, black.—Below.

GORDON CARS (LONDON), Ltd.—1947 Riley 2½-litre saloon, black.

GORDON HOUSE, 373, Euston Rd., London, N.W.1. Euston 6611. [3093

SUSSEX specialists for reconditioned Riley cars, repairs, spares.—Lewes Motors, Ltd., Lewes.

BEARTS, of Kingston, Riley specialists, sales, spares, repairs.—102, London Rd., Kingston. Kingston 3348.

1947 Riley 1½ saloon, excellent condition; £975, exchanges.—Tel. Park 6736 or Aylesbury 164. [3353

1949 1½-litre, maroon, red leather, H.M.V. radio, 5 new tyres, 10,000 miles; £1,485.—Box 3751. [3644

1947 (Nov.) Riley 2½-litre saloon, black, radio; £1,350.—The Lodge, Valley Cottage, Churt, Surrey. [9049

1949 1½-litre, green, green upholstery, good tyres, excellent condition, taxed year, 15,000 miles; £1,425.

1949 (Aug.) 1½-litre, black, brown upholstery, one owner, 8,000 miles, taxed year, an exceptionally clean car; £1,495.

REX NEATE, Shamblehurst Lane, Botley, near Southampton. Tel. Botley 132. [9159

1949 Riley 1½-ltr. saloon, 13,000 miles; £1,450.—C. A. Peto, Ltd., 42, North Audley St., W.1. May. 3051. [3044

9hp Monaco, 1934, exceptional original condition; £190.—90, Brighton Rd., Banstead, Surrey. Burgh Heath 1520. [3267

1949 Riley 1½ saloon, also 1947 Riley 1½ saloon.—Autowork Ltd., Winchester. Tel. Winchester 4834-3406. [2921

1947 Riley, 2½-litre saloon, black, radio, perfect condition; £1,350.—A. Gregory, Barton Mills, Suffolk. [3140

RILEY Falcon 1½-litre 1937, low mileage, a very desirable car, £425.—Lane, Willow Lodge, Longhope (Tel. 338), Glos. [3038

1950 Riley 1½-litre saloon, ivory with maroon leather, heater, 6,500 miles only, spare unused, 1 owner; also

1949 Riley 1½-litre saloon, black, maroon leather, 9,000 miles only, spare unused.

RIPCO, Ltd., 16, Albemarle St., Mayfair, W.1. Regent 2952/3/4. [3423

1950 (July) Riley 2½-litre saloon, bronze red hide, 6,000 miles, only one owner, as new; £1,975.—J. Davy, Kensington 1108. [3033

1948 Riley 2½-litre, bronze, perfect condition; £1,295.—Silverthorne Motors, Ltd., 1013, Finchley Rd., N.W.11. Meadway 2288. [2504

£425—1½-litre Kestrel 1936 but £10 tax., radio, enthusiast maintained in beautiful condition, 64,000 miles, London.—Box 3735. [3491

1936 Riley 9 Kestrel saloon special series engine, guaranteed; £290, payments.—Oldfield, 386, Kensington High St., W.14. Western 6631. [3415

1947 2½-litre Riley saloon, 1 owner since new, maintained by distributors, excellent condition throughout and just overhauled; £1,150.

TANKARD & SMITH, Ltd., 226-232, High Rd., South Tottenham, N.15. Tel. Sta. 3291. [3078

1950 Riley 1½-litre saloon, black, radio, mileage 6,000; trade enquiries welcomed.—H. C. Paul Ltd., 32, Bruton Place, W.1. Mayfair 0821-2. [2268

£299—1935 Riley Kestrel streamlined saloon, excellent runner, good tyres, taxed.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [3682

1950 Series 2½-litre Riley saloon, 17,000 miles, one owner, beautiful condition; £1,785.—Taylor and Crawley, 48, Kensington Court, W.8. Western 6015. [2826

£185—Monaco 9hp special series 1933 saloon, this must be one of the best conditioned in existence.—C. Arnold, 8, Homestead Way, Northampton. Tel. 5001. [3131

RILEY Sprite, 1937, engine overhauled, body perfect, cream and black, owner taking delivery new car; £410; taxed.—Apply, Arthur E. Laver, Ltd., 382, High Rd., Ilford. [3654

1950 Riley 2½-litre sports roadster, first registered 16/2/50, finished in black with beige leather upholstery, 14,600 miles, fitted radio, in perfect condition.

ARTHUR MULLINER, Ltd., Bridge St., Northampton. Tel. 907. [3012

1948 (March) Riley 2½-litre saloon, a very genuine car, colour black, green interior, fitted special seat covers, etc., just serviced, ready for use; £1,370, exchanges.

HAROLD WEBB MOTORS, Ltd., 765-767, Romford Rd., Manor Park, E.12. Ilford 0681. [3172

£220—1934 Riley 9 sports saloon, excellent condition, any trial.—G. P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yards Clapham South Tube). Batt. 1107-8-9. [2057

1950 (August 1st) Riley 1½-litre saloon, black, red leather, mileage 11,000; £1,595.—A.F.N., Ltd., Falcon Works, London Rd., Isleworth, Middlesex. Hounslow 0011. [1764

ROYS AUTOMOBILES, Ltd., offer 1948 Riley 1½ saloon, in excellent condition, £1,125; also 1936 Kestrel 9 saloon, one private owner, £365.—127, Parkway, N.W.1. Euston 2700. [3602

£1025—Sept. 1946 Riley 1½-litre, black with green leather upholstery, almost new cond., low mileage; terms and exchanges.—G. S. Hall, 302, King St., W.6. Riverside 2881. [1244

£385 or by instalments (£129 deposit), 1937 Riley Kestrel Sprite sports saloon; 3 months written guarantee.—Stuart Wilton, 353, Finchley Rd., London, N.W.3. Hampstead 5712 and 8532. [1529

1946 Riley 1½-litre saloon, a beautifully maintained example of a really good car, black with red interior, Cossor push-button radio; £995.—Garage Service Co., Hoop Lane, Golders Green, N.W.11. Speedwell 3408. [1574

1938 Riley 1½-litre Victor saloon, 3-speed overdrive, reconditioned engine, new crown wheel and pinion, new exhaust unit, complete, 5 new tyres, taxed until December; £450.—P. Wroot, Grove St., Doncaster. Tel. Doncaster 49360. [3248

MAYFAIR GARAGES, Ltd.—April, 1935, 9hp Imp sports 2-seater, pale blue with blue leather, completely overhauled at a cost of £200 and not yet run in, probably the smartest and most mechanically perfect Imp in the country; 3 months' guarantee; £475.

MAYFAIR GARAGES, Ltd., Balderton St. (opp. Selfridges clock), Mayfair, W.1. Mayfair 3154-5. [1973

1950 (May) Riley 1½-litre saloon, maroon with beige leather, genuine 5,000 mls., as new; £1,625; 1950 model (reg. Nov., 1949) Riley 2½-litre saloon, black with green leather, 9,000 mls., as new; £1,825.—Gibsons Sports Cars (Xchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [3252

545 gns.—Riley, 1937, 1½-litre Kestrel Sprite 4-door sports saloon, black, sliding head, red leather, preselector, Scintilla magneto, wheel discs, unworn Dunlop tyres, very carefully used, exceptional condition, taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [3306

CAMDEN MOTORS.—Riley 9hp Imp 2-seater sports roadster with special series engine, twin racing S.U. carbs., Scintilla Vertex magneto, double action Hartford S/A's, large type instruments, including 100 mph speedometer, rev counter, thermo gauges, etc., fold flat screen, quick action filler caps, body finished in British racing green with interior to match, full tonneau cover, new hood and real performance with speeds in excess of 70 mph with minimum effort, outstanding value and guaranteed in writing at £495.

CAMDEN MOTORS.—Riley 1½-litre M.P.H. Sprite 2-seater, a very rare and possibly unrepeatable opportunity to acquire a genuine 1½-litre M.P.H. Sprite super sports 2-seater roadster with special series engine, 2 racing S.U. carbs., Scintilla Vertex mag., large air scoop ventilated brakes, remote control close ratio gear box, giving very high speeds on indirect gears, large type instruments, quick action filler caps, fold flat screen, etc., beautiful streamlined 2-seater body with separately adjustable bucket seats and with the special cowled radiator which even enhances the appearance of this lovely proportioned and sleek body, immaculately finished in deep metallic maroon with leather interior to match. £595.

CAMDEN MOTORS.—Riley 1½-litre saloon, 1947, immaculate black finish with leather interior, pass-lights, etc., very nominal mileage and attractively priced; £1,095.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines).—Write for our post free catalogue of 400 cars; hire purchase; part-exchanges; fares refunded in full to purchasers from any part of the country; free delivery anywhere in the United Kingdom; showrooms open till 8 p.m. Monday to Saturday. [3177

Riley Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase Riley cars.—150, Park Lane, W.1. Grosvenor 3434. [0969

R

ROWLAND SMITH'S, the Riley buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0983

DICKS

THE Riley buyers.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [1289

CASH buyers of low-mileage 1½-litre Rileys; distance no object.—Hattons, Lord St., Southport. Tel. 2268.

BRITISH & COLONIAL MOTORS, Ltd., require good Riley cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [2146

BLAKES, Riley distributors, will purchase any non-covenant Riley cars.—110, Bold St., Liverpool, 1. Tel. Royal 6622. [7735

WANTED, Riley Monaco 9, 1938, must be as original condition and genuine low mileage.—Tel. Banwell, Somerset 95, after 6 p.m. [3468

APPROACH us first before disposing of your Riley car.—Tankard & Smith, Ltd., 226-232, High Rd., N.15. Stamford Hill 3291-2-3. [3556

C. A. PETO, Ltd., 42, North Audley St., W.1, urgently require post-war small mileage Riley cars in first-class condition.—May. 3051. [3046

URGENTLY required, 1946-9 1½-2½-litre saloons.—Rex Neate, Riley Specialists, Shamblehurst Lane, Botley, Southampton. Tel. Botley 132. [0060

MOTOURISTS (LONDON), Ltd., are immediate cash buyers of post-war Riley saloons.—Great North Rd., E. Finchley Station, N.2. Tudor 2801-2. [0708

URGENTLY required, low-mileage 1947-50 Riley 1½- or 2-litre saloon.—Gibson Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [1697

WANTED urgently.—Riley 1½-litre 1947 saloon; 1937/8 Adelphi 1½-litre saloon.—Guy Salmon Automobiles, Ltd., Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [1629

ROSE & YOUNG, Ltd.—Wanted, small mileage 1½- or 2½-litre Riley, 1950 model if possible.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station.) Tulse Hill 6464 and 8182. [7974A

Riley Spares and Service

BOON & PORTER, Ltd.,

RILEY distributors.—Spares and specialised service.—Castelnau, Barnes, S.W.13. Riverside 4444. By Hammersmith Bridge. [0147

PRE-SELECTOR gear boxes.—H. & A. Engineering, 35, Grant Rd., Addiscombe 2931. [0781

HARTLEY'S for Rileys, spares and service.—165-171, Stanstead Rd., Forest Hill, S.E.23. Forest Hill 2244-5. [0246

J. JAMES (LONDON), Ltd., carry the largest stock of Riley spares in the country; special equipment for mechanical and coach repairs.—Carkers Lane, Highgate Rd., London, N.W.5. Gul. 5446. [0092

RILEY distributors for 29 years.—Comprehensive list of spares, quotation and advice invited; send your engines for complete overhaul by specialists.—Moss's Agencies, Ltd., High St., Leamington Spa. Tel. 67. [2390

ROLLS-ROYCE

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CAR MART, Ltd.

1949 Rolls-Royce Silver Wraith foursome drop head coupe by Guerney Nutting, 13,000 miles; £5,950.

1948-49 Rolls-Royce Silver Wraith razor edge sports saloon by Freestone & Webb, 12,000 miles, £5,590.

1938 Rolls-Royce 25/30hp 7-seater limousine by Thrupp & Maberly, 6 months' guarantee; £2,495.

1937 Rolls-Royce 25/30hp limousine by H. J. Mulliner 6 months' guarantee, £1,895.

CAR MART, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [3617

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WIMBUSH offer a special Rolls-Royce Wraith, 4-door, drop head Phaeton body by Thrupp & Maberly, recellulosed grey, new hood, mileage 55,000, maintained by makers; £4,250.

R. C. WIMBUSH, Ltd., 312, Earl's Court Rd., S.W.5. Fremantle 8401. [2692

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HOFFMANS GARAGE, Ltd.,

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GREAT Britain's leading specialists in Rolls-Royce and Bentley cars.

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ROLLS-ROYCE Phantom III limousine by Hooper; black with blue panels, black hide and fawn cloth; ref. H.6907.

ROLLS-ROYCE 25/30 7-str. limousine by A. Mulliner; black with black hide and fawn cloth; ref. H.6961.

ROLLS-ROYCE 20/25 saloon with division by Cockshoot; black with red hide; ref. H.1528.

ALL cars carry our unique six months' guarantee, unless otherwise stated at time of purchase; please write or 'phone for details to:—

HOFFMANNS GARAGE, Ltd.,

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OFFICIALLY appointed Rolls-Royce and Bentley retailers; special retailers of H. J. Mulliner coachwork, have a special display of Rolls-Royce and Bentley cars for immediate delivery.

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FOX [2897

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RIPPON BROS., Ltd.,

NORTHERN Rolls-Royce Specialists since 1905.

1938 touring saloon by Rippon, black with Air Force blue leather upholstery, good condition.

1936 25hp Rolls-Royce saloon by Park Ward, black with beige leather upholstery.

1936 (Nov.) 30hp touring limousine by Rippon.

1934 26hp 4-door sports saloon by Hooper.

YOU can buy with confidence from the largest distributors.

RIPPON BROS., Ltd., Huddersfield 6340 (5 lines). Also at Bradford, Leeds and Sheffield. [0906

FRANK DALE offers:—

ROLLS-ROYCE 25hp Hooper owner-driver saloon, June, 1935, GPG series, unused since complete chassis and body overhaul, new condition; £1,475.

ROLLS-ROYCE P.II limousine de ville, 7 seats, SK series, 1935, run 20,000 miles since £700 overhaul.—66, Princes Gate Mews, Exhibition Rd., S.W.7. Ken. 6860. [8058

R. C. MORTLAKE offers:—

SWEPT tail limousine, 25hp Rolls-Royce, 1935, fastidiously maintained at Rolls by surgeon, black, large face forward seats; £1,595.

1934 25hp Rolls-Royce Hooper saloon with division, one titled owner; £995.—R. C. Mortlake, 255, Kensal Rd., London, W.10. Ladbroke 3155, after 6.30 Arnold 4604. [3358

1938 Rolls 25-30 Hooper sports saloon, no division, boot, 58,000 miles; £2,400; London.—Box 3579. [2202

ROLLS-ROYCE 25/30 owner-driver saloon de ville, special body by Barker, condition unblemished; £1,750.

1938 Rolls-Royce 25/30 owner-driver saloon by Windover, finished in grey and black, condition exceptional; 1,950 gns.

EVANS & O'MALLEY, Ltd., Lowndes Sq., Knightsbridge, S.W.1. Sloane 1353, 1709. [3667

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

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LARGEST official retailers of Rolls-Royce and Bentley; stock list of used models on request to

12-13, St. George St., Hanover Sq., London, W.1. Tel. Mayfair 7444.

JACK BARCLAY, Ltd. [0065

JACK OLDING, of Mayfair,

OFFICIAL Rolls-Royce and Bentley Retailers,

OFFER:—

1939 Rolls-Royce Wraith with division by Young, of Bromley, first reg. 1944, grey with blue leather.

1938 Rolls-Royce Phantom III owner-driver saloon with division by Barker, black with beige leather.

1938 Rolls-Royce Phantom III enclosed drive limousine de ville by A. Mulliner, black with black leather and fawn cloth.

1937 Rolls-Royce Phantom III enclosed drive limousine by Park Ward, black with black leather and fawn cloth.

1937 Rolls-Royce Phantom III enclosed drive limousine de ville by Windover, black with beige leather and cloth.

1938 Rolls-Royce 25/30hp enclosed drive limousine by Hooper, black with fawn cloth and leather.

1934 Rolls-Royce 20/25hp foursome drop head coupe by Thrupp & Maberly, black with beige leather.

DELIVERY of new and used cars quoted on application.

AUDLEY HOUSE,

NORTH Audley St., W.1.

MAYFAIR 5242. [3695

HAROLD RADFORD & Co., Ltd.

1939 (Nov.) Rolls-Royce Wraith razor edge sports saloon with electric division by Freestone & Webb, two-toned grey with grey leather upholstery, speedometer reading 63,000 miles.

1937 (Feb.) Rolls-Royce owner-driver saloon by Hooper, sunshine roof, speedometer reading 30,000 miles.

1937 (March) Rolls-Royce P.III sports saloon with division by Thrupp & Maberly, colour, black, with leather upholstery at front and cloth and leather at rear, speedometer reading 53,848 miles, in excellent condition throughout.

1936 (June) 20-25 Rolls-Royce sports saloon by Park Ward; unused since complete overhaul.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [9124

MASCOT MOTORS, Ltd., offer the following:—

1935 40/50hp T. & M. open sports 4-str.

1935 25hp Park Ward sports saloon.

1934 25hp Park Ward 4-light saloon.

1934 25hp T. & M. 6-light saloon.

1934 25hp Hooper sports saloon.

1934 25hp T. & M. owner driven sedanca.

1928 20hp Park Ward 4-light saloon.

WE are anxious to purchase 20hp and 25hp Rolls-Royce and 3½-litre Bentleys with all types of coachwork.

MASCOT MOTORS, Ltd., 237, Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1231/2. [2893

£425.—1930 25hp Arnold all-metal limousine, sun roof, all leather, Rolls serviced; private.—18, King St., Richmond, Surrey. Ric. 2807. [3479

CASS'S MOTOR MART.—1938 Rolls-Royce Phantom III Mulliner sedanca 7-seater limousine, immaculate, written guarantee.—5, Warren St., W.1. Euston 3523. [3573

1936 25/30 Rolls-Royce Hooper owner-driver saloon, with boot, no division, black/brown.—Sidney Marcus Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557-6970. [1225

1937 Rolls Phantom III, fitted with a luxurious 7-passenger Barker limousine body, exceptional condition.—Broadway Motors, 67, High St., Hounslow. Tel. 0175. [2945

1933 Rolls-Royce owner-driver saloon, Park Ward body, excellent condition; £995.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [2934

ARCHIE SIMONS & Co., Ltd.—Rolls-Royce 20/25hp owner-driver saloon by Hooper, colour black, one owner since 1936, immaculate in every respect; £1,195.—94, Gt. Portland St., W.1. Lan. 1343. [5070

1937 Rolls-Royce Phantom III, owner-driver, "Barker" saloon, (no division), magnificent condition, 59,000 miles, major overhaul and converted solid tappets by Rolls at 53,000; exchanges.

SWANMORE GARAGE, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 1022. [2908

OWNER-DRIVER 30hp 1937 Family 6-seater, 4-door black Saloon, leather, meticulously maintained, mileage 43,000, history obtained. Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [2971

1948 Rolls-Royce Silver Wraith razor edge saloon by Hooper, in black with fawn leather uphol., 28,000 miles; £5,500.—Tel. 36737, Penn Garage (Wolverhampton), Ltd., Penn Terminus, Wolverhampton. [3063

CONTINENTAL Phantom II 4-door saloon, excellent condition, new loose seat covers and new tyres, dark green; £650.—Potter, Richards & Carr, Kensington 6955, or letters only to Richards, 62, Princes Gate Mews, S.W.7. [6712

1938 Rolls-Royce 25/30 Windover 4-light saloon with concealed winding division, black, brown hide throughout, overhauled by makers a few months ago, in first-rate condition throughout; £2,450.—Dobsons, Ltd., Staines, Middx. Tel. 801. [2063

ROLLS-ROYCE

P
B
LTD.

ROLLS-ROYCE specialists 40 years.

1936 30hp Young fixed head 2/3-seater coupe.

1935 25hp Gurney Nutting sports saloon.

1934 25hp Thrupp & Maberly drop head coupe.

1933 25hp Freestone & Webb coupe

PADDON BROS., Ltd., 60, Cheval Place, London, S.W.7. Kensington 9477. [6617

1935 Rolls-Royce 25 Hooper seven-passenger limousine, face forward seats, swept back, low mileage, in lovely condition, £1,850; also 1936 Rolls-Royce 25 owner-driver saloon without division, very smart, £1,675.—Claude Burgoyne & Co., St. Peters Garage, St. Peters Rd., W.6. Riverside 7644. [3406

ROLLS-ROYCE Phantom saloon by H. J. Mulliner, first registered 1936, genuine mileage 25,000, Ace discs, in perfect order with 6 good tyres; for sale by auction at Manor Farm, Shalden, on Sept. 10, 1951.—Particulars of the Auctioneers, Messrs. Curtis & Watson, Bank Chambers, Alton, Hants. Tel. 2261-2. And at Hartley Wintney. [2805

A & S (Limousine Specialists) display exceptional swept tail Limousines.

LIMOUSINE 1932 Park Ward, partition, black, occasionals, discs, synchromesh, opportunity, £545.

LIMOUSINE 1934/35 Barker, Hooper, partition, widest occasionals, black, recommended.

LIMOUSINE 1936 Windover 25hp, swept tail, widest occasionals, partition, black, immaculate.

LIMOUSINE 1937 Park Ward 25/30hp partition, widest occasionals, discs, black, immaculate.

ALPE & SAUNDERS always purchase Rolls-Royce (100 selected Limousines displayed), Providence Court, Grosvenor Square. Mayfair-2941. [2972

Rolls-Royce Cars Wanted

S
G
OUR demand is urgent.

OWNERS who have Rolls-Royce cars for disposal are invited to communicate with the Swain Group of Companies. London office, H. R. Owen, Ltd., 17, Berkeley St., W.1. Tel. Mayfair 9060. Head Office, Hoffmann's Garage, Ltd., Huddersfield Rd., Halifax, Yorks. Tel. Halifax 5944. [0516

C
M
THE CAR MART, Ltd., wish to purchase Rolls-Royce cars.—320, Euston Rd., N.W.1. Euston 1212. [0970

J. MARSHALL

WANTED, Rolls-Royce 20/22 and 20/25, all types of coachwork, any condition.

J. MARSHALL, 869, St. Albans Rd., Watford. Tel. Garston 2569. [0488

PADDON BROS., Ltd.

WANT Rolls-Royce and Bentley cars; write or 'phone Paddon Bros., Ltd., 60, Cheval Place, London, S.W.7. Tel. Kensington 9477. [2506

TO Rolls-Royce and Bentley owners.

WE have a number of clients requiring used Rolls-Royce and Bentley cars; if you have a late model of either of these cars for disposal, we shall be interested to receive details.

JACK BARCLAY, Ltd.,

OFFICIAL Retailers of Rolls-Royce and Bentley,

12—13, St. George St., Hanover Square, W.1. Tel. May 7444. [0769

THE BASINGSTOKE MOTOR Co., Ltd., purchase pre war Rolls-Royce cars.—By-Pass Rd., Basingstoke. [0048

ROWLAND SMITH'S the Rolls-Royce buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

HOOPER & Co. (COACHBUILDERS), Ltd., 54, St. James's St., Piccadilly, London, S.W.1. Regent 3242.

WILL be pleased to purchase pre-war and post-war Rolls-Royces; expert advice and valuation of your present Rolls-Royce will be gladly given should you wish to visit our St. James's St. showrooms. [0904

A & S always purchase modern 25/30hp Saloons, preferably with boot, also require 25/30hp Limousines 1935/1948.

A & S urgently need Phantom II also Phantom III Saloons and Limousines, prompt attention assured. Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [6272

BROADWAY MOTOR Co. require elderly Rolls-Royce cars, particularly 21.6hp and 25.3hp types.—3-13, Russell Rd., Wimbledon. Liberty 2494. [0017

ROLLS-ROYCE cars wanted urgently.—Swanmore Garage, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 1022. [2904

WE are open to purchase any type pre-war Rolls-Royce cars, complete or otherwise.—Compton, 69, Westow St., Crystal Palace, S.E.19. Liv. 3362. [0063

RIPPON BROS., Ltd., the Northern Rolls-Royce specialists, special retailers and repairers wish to buy good late model Rolls-Royce.—Huddersfield 6340 (5 lines). [0015

THE SOUTHERN MOTOR COMPANY is interested in the purchase of all types of Rolls-Royce cars, 20 and 25hp models.—Lowfield Heath, nr. Crawley, Sussex. Crawley 437. [9686

JACK OLDING, Ltd., 8-10, North Audley St., W.1, official Rolls-Royce and Bentley retailers, are interested in the purchase of Rolls-Royce cars in first-class condition. Mayfair 5242. [0815

CHARLES POLLETT, Ltd.—Officially appointed retailers and repairers buy good late cars.—18, Berkeley St., W.1. May. 6266. Service, works and stores: Barnsdale Yard, off Elgin Avenue, W.9. Tel. Cunningham 5936-7-8. [0597

Rolls-Royce Spares and Service

JACK BARCLAY, Ltd.

LARGEST official retailers and repairers of Rolls-Royce cars, servicing or complete overhauls, mechanical or coachwork. Large stocks of spares for all models.

WORKS.—Lombard Rd., Morden Rd., Merton, S.W.19. Liberty 7222 (8 lines). [0625

Rolls-Royce Spares and Service

CHARLES POLLETT, Ltd.—Officially appointed retailers and repairers.

SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Avenue, W.9. Tel. Cunningham 5936-7-8. [0614

MERCHISTON MOTORS, specialists for Rolls-Royce and Bentley.—Works Director Wilkie Wilkinson, 12-13, Merchiston Mews, Edinburgh, 11. Tel. Jubilee 2785. [3940

RONALD KENT (COACHBUILDERS), Ltd., specialize in Rolls-Royce coachwork renovations, repairs or complete restyling.—Coalwharf Rd., W.12. Shepherd's Bush 2251. [0443

CENTRAL GARAGE, Croydon, specialists in servicing, complete overhauls, mechanical or coachwork for all Rolls-Royce and Bentley models.—Central Garage, Tel. Cro. 7464. [1997

H. A. FOX & Co., Ltd., officially appointed retailers and repairers, 3-5, Burlington Gardens, London, W.1. Tel. Regent 7687. Service works, 212, New Kings Rd., Fulham, London, S.W.6. Tel. Renown 3866. [0446

ALL spares for 20 and 25hp Phantom I and Phantom II chassis; also reconditioned replacement engines, guaranteed for 12 months for the above models; full repair service at reasonable charges; also wheels, tyres, etc.—Compton, 69, Westow St., Crystal Palace, S.E.19. Liv. 3362. [0054

ROVER 10

CAMDEN MOTORS.—Rover 10, ten models in stock, see selection under Rover Miscellaneous.

CAMDEN MOTORS, Rover Specialists, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). [3183

1937 Rover 10 saloon, completely overhauled, re-cellulosed, £515.—Smith and Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [3295

1946 Rover 10 de luxe saloon, black, brown leather, superb example, £940; exchanges, hire purchase.—B. & H. Motors, 1464-8, High St., Whetstone, London, N.20. Hillside 6671-2. [2981

ROVER 12

1947 (Dec.) Rover 12 tourer, black, red leather

1946 Rover 12 sports saloon, black, brown leather; both these cars are in outstanding condition throughout.—Clarke & Simpson, 73-79, Cadogan Lane, S.W.1. Sloane 4727. [2517

CAMDEN MOTORS.—Rover 12, ten models in stock; see selection under Rover Miscellaneous.

CAMDEN MOTORS, Rover Specialists, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). [3181

1947 Rover 12 saloon, black and brown leather, low mileage, heater, excellent condition throughout; £1,150.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [7827

£745.—Rare and beautiful Rover 12, being identical with post-war design, this vehicle has often been mistaken for 1948 model worth

£1400.—Look at it, it is just like new, ride in it, it's magnificent, this is one of the best Rovers we have ever had, truth in advertising is our motto, see for yourself; 3 months' guarantee, hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [2625

1938 Rover 12 saloon, Rover maintained, taxed year, £615.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [3296

ROVER 12 6-light saloon, 1938 series, grey, blue leather; this car is in outstanding condition in all respects; £650; terms, exchanges.—Carey & Clayton, Southbourne, Bournemouth. Tel. 1000. [2758

1937 Rover 12hp saloon, 4-door, sun roof, black with hide upholstery, exceptional mechanically, good tyres; £450, terms and exchanges.—Selsdon Road Garage, 54, Selsdon Rd., S. Croydon. Cro. 5470. [3017

1938 Rover 12 6-light saloon; this car is in quite fair condition, but we have spent no money on reconditioning and it can be offered at the very low price of £425.—Garage Service Co., Hoop Lane, Golders Green, N.W.11. Speedwell 3408. [1581

ROVER 14

PALMERS MOTORS, Ltd., offer:—

1947 (October) Rover 14 sports saloon, sun roof, maroon, red leather, radio and heater, 21,000 miles; £1,175, terms and exchanges.—55, York St., Twickenham. Popesgrove 1890. [3594

£255.—1935 Rover 14 6 light saloon, grey/blue leather, taxed.

ERIC HAYES, 22, Conduit Mews, Hyde Park, W.2. Tel. Paddington 0289. [2658

CAMDEN MOTORS.—Rover 14, fifteen models in stock, see selection under Rover Miscellaneous.

CAMDEN MOTORS, Rover Specialists, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). [3182

1935 Rover saloon, 14hp, good general condition, £235 or offer.—80, Tattenham Way, Burgh Heath, Surrey. [2801

BRUTONS, Ltd.—Rover 14 1937 saloon, black, taxed year; £350.—13-14, Osten Mews, Emperors Gate, S.W.7. Western 1242. [3705

£275.—1935 Rover 14 de luxe saloon, black, excellent condition, good runner.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [3674

1947 (Sept.) Rover 14 sports saloon, grey, one owner, excellent condition.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [2827

ROVER 14 1938 series 6-light saloon, black, very nice appearance and mechanical condition; £650; terms, exchanges.—Carey & Clayton, Southbourne, Bournemouth. Tel. 1000. [2759

1937 Rover 14 sports saloon, black with brown hide upholstery, recellulosed and carefully maintained, smart and reliable; £525.—Pantiles Service Garage, London Rd., Guildford 5326. [2529

£666.—Rover 14 de luxe saloon, beautiful spotless bodywork, excellent mechanically, this vehicle is so outstanding it has often been mistaken for post-war model worth £1,400; choice five other Rovers, 3 months' guarantee; hire purchase; exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley. Fin. 6221. [3541

WALTER SCOTT, Ltd.—1939 Rover 14 saloon, black, brown hide, radio and other extras; £300 overhaul by Rover Company, nearly new tyres, indistinguishable from 1948 car; £775, terms, exchanges.—39, College Crescent, Hampstead, N.W.3 (Finchley Road Tube). Pri. 5914. [2977

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROVER 14

£325—1935 Rover 14 4-door sportsman's saloon, rear luggage boot, in excellent condition.—G. P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yards Clapham South Tube). Batt. 1107-8-9. [2959

ROVER 16

CAR MART, Ltd.

1947-48 Rover 16hp saloon, 19,000 miles; £1,345.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [3818

OVERSEAS CARS, Ltd.

1947 Rover 16 saloon, green/green leather; £1,265.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel.: Kensington 7475. [3057

CAMDEN MOTORS.—Rover 16, eight models in stock; see selection under Rover Miscellaneous.

CAMDEN MOTORS, Rover Specialists, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). [3183

ROVER 16 (December, 1947) in beautiful condition, offered by genuine private owner; £1,250.—Box 3738. [3691

1947 Rover 16, blue, 35,000; £1,075.—Silverstone Motors, Ltd., 1013 Finchley Rd., N.W.11. Meadway 2288. [2503

ROVER 16 saloon, 1938, a really good car in excellent condition, only two owners, easiest of easy terms available; £585.

WITHAMS MOTORS, Ltd., 18, Balham Hill, S.W.12. Battersea 3280-3769. [3277

ROVER 16 1946 (December), unmarked and as new throughout; £1,195.—Tom Allery Automobiles, 68, Hill Rd., Wimbledon 3848. [3505

1938 Rover 16hp 4-light sports saloon, just completed overhaul costing approx. £150; 4 new tyres, thoroughly recommended.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [6709

1948 Rover 16hp 4-light sports saloon, in immaculate condition throughout; price £1,485.—Grose, Ltd., Northampton. Tel. Northampton 4540. [2667

1939 Rover 16 Coventry saloon, 50,000 miles, £70 engine overhaul January, good tyres and bodywork, owner going abroad, bargain; £525.—145, Colinton Rd., Edinburgh, 11. [3170

ROVER 20

CAMDEN MOTORS.—Rover 20, four models in stock; see selection under Rover Miscellaneous.

CAMDEN MOTORS, Rover Specialists, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). [3184

ROVER 60 & 75

LEX GARAGES, Ltd., offer:—

1950 Rover P4, blue, with blue leather upholstery, radio and heater, low mileage, one owner, immaculate.

LEX GARAGES, Ltd., Lexington St., London, W.1. Gerrard 8600. [3511

H. A. SAUNDERS, Ltd., offer:—

1948 Rover 60 saloon, grey with blue leather interior, radio, etc., 10,000 miles; £1,495.

836-842, High Rd., N.12. Hillside 0024. [2839

PHILIP RICKARDS, Ltd., offer:—

1949 Rover 75 saloon, green, 1,100 miles.

4 Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [2938

MANN EGERTON & Co., Ltd., offer:—

1949 Rover 75 saloon, grey with red leather upholstery, fitted with radio and heater, mileage 16,000, in superb order.

14 Berkeley St., London, W.1. Regent 2073. [3067

H. A. SAUNDERS, Ltd., Radlett, Herts.

1948 Rover 60 saloon, black with green leather, heater, 10,000 miles; £1,495.—Radlett 6167. [9916

1948 Rover 60.—Offers to Haines, Oxford Rd., Witney. Tel. Witney 42. [1757

CAMDEN MOTORS.—Rover 75.—See selection on quarter-page advert. on page 40 in this issue.

CAMDEN MOTORS, Rover Specialists, Lake St., Leighton Buzzard, Beds. Tel. 2041 (five lines). [3201

1948 Rover 75 six light saloon, one owner.—Offord, 154, Gloucester Rd., S.W.7. Fremantle 0051. [3028

1950 (Aug.) Rover P.4 saloon, black, 4,100 miles.—Ernest Sutton. Tel. Rogate 4 (trade only). [3106

1950 Rover 75 P4 saloon, pale blue, blue leather, Regency loose covers, heater, 5,500 miles, spare unused, one owner.

RIPCO, Ltd., 16, Albemarle St., Mayfair, W.1. Regent 2952/3/4. [3422

1950 Rover 75 P4 saloon, 5,000 miles.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [3665

1948 Rover 75 6-lt. saloon, black with red leather, 23,700 miles; £1,575.—Jack Olding & Co., Ltd., North Audley St., W.1. Mayfair 5242. [3698

G. J. SHAFFER & Co., Ltd.—1950 Rover P4 saloon, first class condition, low mileage, radio; £2,175.—120-132, Cricklewood Lane, N.W.2. Gladstone 5311. [2778

1950 P4 saloon, radio, heater, loose covers, low mileage, immaculate condition.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557/6970. [3408

ROVER P.4 sln. 1950, 9,000 mls., black with grey leather, radio and heater.—Lamb's, Ltd., Standard House, Southend Rd., Woodford, Essex. Wan. 0123 (8 lines). [2998

1950 Rover P.4, black, green interior, certified mileage 9,000, H.M.V. radio, loose covers, unmarked throughout, property of motor engineer; £2,200.

BAILLIE & HURN, 126, St. George's Rd., Glasgow. Douglas 0963. [3690

1950 Rover P4 saloon, finished bottle green, 13,000 miles only, as new; £2,250.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [3261

1949 Rover 60 sun saloon, black with red leather, radio, heater, freewheel, etc., speedo 7,755 miles, as new; £1,598.—Sharwood Motors, Ltd., 32, Uxbridge Rd., W.5. Ealing 1475. [3531

1948 Rover 75 six light saloon in black with maroon leather uphol., H.M.V. radio and heater; £1,425.—Tel. 36737. Penn Garage (Wolverhampton), Ltd., Penn Terminus, Wolverhampton. [3065

ROVER 60 & 75

1950 (March) Rover 75 P.4 saloon, black with green upholstery, carefully used and maintained, 14,000 miles, all extras including fitted radio, air conditioning, regency covers, etc.—Parr, 49, Glentor Rd., Plymouth. 72187. [3160

LAND-ROVER

HARVEY HUDSON, Ltd. (the Land-Rover specialists), offer:—

1950 Land-Rover, 10,000 miles, mats to front compartment, spare unused.—Below.

1949 Land-Rover, 15,000 miles.—Below.

1949 Land-Rover, 17,000 miles, fitted cross country tyres.

HARVEY HUDSON, Ltd., South Woodford, E.18. Tel. Wanstead 0056. [3274

1949 Land-Rover, green, excellent condition, 16,000 miles; £565.—Tel. 36737. Penn Garage (Wolverhampton), Ltd., Penn Terminus, Wolverhampton. [3064

LAND-ROVER, 1950 (March), 6,000 miles, spare unused, first £675.—Rudd, Mill House Farm, Birdham (297), Sussex. [3477

LAND-ROVER (June, 1950), 18,000 miles, all light road work, regularly serviced by us, normal tyre wear, otherwise as new; £675.—Harris-Mayes, St. Albans Rd., Watford, Herts. Watford 4026. [3361

Land-Rover Cars Wanted

HARVEY HUDSON, Ltd., wish to buy Land-Rovers.—Sth. Woodford, E.18. Wanstead 0056. [3275

ROVER MISCELLANEOUS

H

HENLYS, Ltd.,

ENGLAND'S Largest Rover Distributors.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287.)

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)

DEPOTS at:—

MANCHESTER (Blackfriars 7843).

BRISTOL (Bristol 21326).

BOURNEMOUTH (Bournemouth 6314).

NORTHAMPTON (Northampton 907).

CAMBERLEY (Camberley 77).

STREATHAM (Streatham 7751).

HOUNSLOW (Hounslow 3454).

FINCHLEY (Finchley 0081).

GREAT West Road (Ealing 3477).

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLYS, Ltd., England's Leading Motor Agents. [0029

CAMDEN MOTORS.—Rover 10hp 4-door saloon de luxe, 1937, attractive duo-blue coachwork with leather interior, recent engine overhaul, very good tyres; £435.

CAMDEN MOTORS.—Rover 10hp sportsman's close-coupled saloon de luxe, 1939, very attractively finished in dove grey with blue leather interior, sunshine roof, very modern lines similar to post war series, genuine opportunity; £595.

CAMDEN MOTORS.—Rover 10hp 4-door saloon de luxe, 1946, immaculate black cellulose with brown leather interior, carefully and sparingly used by 1 owner only; £1,025.

CAMDEN MOTORS.—Rover 12hp saloon, 1936, grey with blue leather coachwork, sound but dull, lively engine, brakes just relined, sound value; £345.

CAMDEN MOTORS.—Rover 12hp saloon de luxe, 1939, very attractive and sound coachwork, interior in fine quality leather, most features exactly similar to post war series; £675.

CAMDEN MOTORS.—Rover 12hp saloon de luxe, 1946, 1 owner only but body not up to our usual immaculate condition, to the purchaser who does not consider coachwork of paramount importance the car represents amazing value at the very low figure asked; £795.

CAMDEN MOTORS.—Rover 12hp saloon de luxe, 1947, immaculately finished in black cellulose with interior to tone, a genuine 1-owner only car with a late registration, nominal mileage and carefully used; attractively priced at £1,145.

CAMDEN MOTORS.—Rover 14hp saloon, 1936, coachwork and interior in sound condition for the year of manufacture, good performance, 5 excellent tyres; £275.

CAMDEN MOTORS.—Rover 14hp sportsman's 4-light saloon, the special Speed 14 series fitted with 3 carburettor engine, stoneguards, knock-on type wheels with polished discs, Lucas Bi-flex passlights, flexible steering wheel, etc., attractively finished in dove grey with blue leather interior, lovely low lines and performance in keeping with appearance; £395.

CAMDEN MOTORS.—Rover 14hp sportsman's 4-light saloon de luxe, 1938, attractive maroon finish, fitted discs, bills available for extensive overhaul, typical exuberating Rover sports performance; £545.

CAMDEN MOTORS.—Rover 14hp saloon de luxe, Nov., 1947, black with brown leather interior, fitted heater, nominal mileage; £1,145.

CAMDEN MOTORS.—Rover 16hp sports saloon, 1937 model, registered Nov. '38, 1 owner, attractive Rover green, moderate mileage; £525.

CAMDEN MOTORS.—Rover 16hp saloon de luxe, registered Jan., 1948, black with brown leather interior, in really lovely condition throughout, very nominal mileage; £1,195.

CAMDEN MOTORS.—Rover 20 sportsman's 4-light saloon, 1938, fitted radio, discs, Andre telecontrol S/As, loose covers, etc., outstanding performance, 5 new Avon tyres, unrepeatable opportunity; £595.

CAMDEN MOTORS.—Rover 20 Salmons Tickford foursome drop head coupe, 1939, a very rare and hand built type of body on the most expensive Rover chassis, extra equipment includes built-in radio, Lucas passlights, etc., condition of coachwork and mechanical perfection leaves little or nothing to be desired; £845.

CAMDEN MOTORS, Rover Specialists, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post free catalogue for 400 cars; hire purchase, part exchanges; fares refunded in full to purchasers from any part of the country; free delivery anywhere in the United Kingdom; showrooms open till 8 p.m. Monday to Saturday. [3185

ROVER MISCELLANEOUS

BEARTS, of Kingston, Rover specialists, sales, spares, repairs.—102, London Rd., Kingston. Kingston 3348.

R. P. POWELL MOTORS, Ltd., for Rover Cars.—East London main agents, 321, Romford Rd., Forest Gate, E.7. Maryland 4818-9. [0701

Rover Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase Rover cars.—150, Park Lane, W.1. Grosvenor 3434. [0971

H

HENLY'S, Ltd.,

ENGLAND'S Largest Rover Distributors.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287.)

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)

GREAT West Rd. (Ealing 3477.)

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLY'S, Ltd., England's Leading Motor Agents. [0030

R

ROWLAND SMITH'S, the Rover buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

COOMBS & SONS (GUILDFORD), Ltd.

URGENTLY wanted, good condition pre-war and post-war Rover cars, offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907. [0242

CASH immediately for Rover.—H. F. Edwards, 28, Upper High St., Epsom 9400. [3232

ALMOST new Rover required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0859

POST-WAR Rover cars wanted urgently; mileage under 10,000, must be in very good condition. Offers to:—

MARBLE ARCH MOTOR SUPPLIES, Ltd., High St., Watford. Tel. Watford 4491. [2048

BRITISH & COLONIAL MOTORS, Ltd., require good Rover cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [2139

JACK OLDING, Ltd., 8-10, North Audley St., W.1. Rover retailers, require cars in first-class condition. Mayfair 5242. [0816

BLAKES, Rover agents, will purchase any non-covenant Rover car.—110, Bold St., Liverpool, 1. Tel. Royal 6622. [7738

ALBONS of Barking, purchase for cash post-war Rover cars.—105-7, Longbridge Rd., Barking. Tel. Rippleway 1285. [0464

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Rover from 1937 onwards. Wembley 8691-2. [0776

CASH buyers of low-mileage Rover 10s, 12s, 14s, 16s, 60 and 75; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0800

WANTED, Rover 10hp, 1938-9, must be as original condition and genuine low mileage.—Tel. Banwell, Somerset 95, after 6 p.m. [3469

ALBERT FARNELL, Ltd., would appreciate the offer of your Rover if wishing to sell.—75, Manningham Lane, Bradford. Tel. 28827-8. [0215

MOTOURISTS (LONDON), Ltd., are immediate cash buyers of post-war Rover saloons.—Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [0709

DAVID ROSENFIELD, Ltd., Rover distributors, are anxious to buy small mileage out-of-covenant Rovers.—76, Deansgate, Manchester. Tel. Deansgate 5455. [0554

CLARKE & SIMPSON wish to purchase the best examples from 1937 onwards.—73, 79, Cadogan Lane, Sloane Square, London, S.W.1. Tel. Sloane 4727. [0565

PRIVATE purchaser (Lancs) offers up to £1,500 for 1948-9 Rover 75, or up to £1,100 for 1947-8 Rover 14, or up to £1,200 for 1947 sports saloon 16; state chassis No.—Box 3754. [3647

RAYMOND WAY, the hire-purchase specialists, are still buying pre-war Rovers, any model, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0871

ROVER wanted.—Wanted privately pre-war Rover, preferably a sports saloon, must be original condition; a high price paid.—Lee Green 4555, or Advertiser, 1, Belmont Hall Court, Lewisham, S.E.13. [4183

Rover Spares and Service

LEIGH PARK MOTORS, Ltd., Datchet, Slough, Bucks. Rover distributors for spares and specialised service.—Tel. Datchet 54. [0047

R. P. POWELL (MOTORS), Ltd., East London main dealers for Rover sales, service and spares.—321, Romford Rd., Forest Gate, E.7. Maryland 4818-9. [0403

ROVER half shaft and hub assemblies reconditioned and service exchanged, returned same day.—Prailis (Hereford), Ltd., Commercial Rd., Hereford. [8207

DAVID ROSENFIELD, Ltd., Rover Distributors, Lancashire and Cheshire, very large spares stock available.—Cheetham Hill Rd., Manchester, 8. Tel. Blackfriars 2302. [0555

SCHNEIDER

SCHNEIDER 12.8hp 2-litre Corsica sports 4-seater tourer, reg. Dec., 1935, exceptional condition throughout, taxed year; £325.—Richard & Brown, 2, Ringers Rd., Bromley, Kent. Tel. Ravensbourne 7487 or 6479. [1681

SINGER

H. A. SAUNDERS, Ltd., offer:—

1950 Singer S.M. 1500 saloon, black with beige leather upholstery, 6,000 miles; £1,245.

836—842, High Rd., N.12. Hillside 0024. [2842

GORDON CARS (LONDON), Ltd.—1950 Singer S.M. 1500 saloon, blue.—Below.

GORDON CARS (LONDON), Ltd.—1950 Singer S.M. 1500 saloon, green.—Below.

GORDON CARS (LONDON), Ltd.—1950 Singer S.M. 1500 saloon, beige.—Below.

GORDON CARS (LONDON), Ltd.—1949 Singer S.M. 1500 saloon, green.

GORDON HOUSE, 373, Euston Rd., London, N.W.1. Euston 6611. [3099

1948 Singer 10 saloon, black, one owner; £675.—Grove Motors, North Rd., Southall 7477. [4158

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

SINGER

D. J. SHEPHERD & Co. (ENFIELD), Ltd.

1948 Singer 10 de luxe 4-door saloon, excellent condition, small mileage; £745.—D. J. Shepherd & Co. (Enfield), Ltd., 435, Hertford Rd., Enfield. Howard 1651. [8252

1935 Singer Le Mans, cream, 2 spare wheels; £225 or offer.—64, Derby Rd., Enfield, Middx. [2790

1947 Singer 10, first registered December, 1946, black; £650 or near offer.—Tel. Bristol 73550. [3470

1947 Singer Super 10, exceptional throughout, £695, 3 months' guarantee, terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5226 and 5774. [3265

1948 (December) Singer Super 10 4-door black saloon, good condition throughout, £635.—Cooper, Riverside 1323. [3589

1948 Singer Super 10 saloon, maroon cel., red interior; £700.—Tel. after 7 p.m. Sage, Pol. 5771 (near Streatham). [3137

1948 Singer 10 de luxe saloon, black and brown, excellent condition; £635.—John Gray, 20, Hermitage Lane, N.W.2. Speedwel. 1242. [3352

GOLDERS Green: H. A. Saunders, Ltd.—1949 Singer SM-1500 saloon black-beige, interior heater, H.M.V. radio, one owner, £1,055.—Below.

1949 Singer Super 10 sunshine saloon, one owner, £746.—144, Golders Green Rd. Spe. 0011. [3582

295 gns.—Singer 9, May 1937, sports 4-seater, green, green leather, new hood, very good condition; terms, exchanges.—Rowland Smith, below:—

195 gns.—Singer 9, Sept. 1937, sports coupe, green and black, sliding head, green leather; terms, exchanges.—Rowland Smith, below:—

145 gns.—Singer 11, 1935 model, de luxe 4-door saloon, blue and black, blue leather; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [3310

972 cc Le Mans, 1935, believed to be ex team car, good performance, good condition, quantity of spares; offers.—Bateman, Lyndhurst, Sutton-in-Craven, Keighley. [3166

1936 Singer 9 Le Mans sports 4-seater coupe, black red, very good tyres, new battery, resprayed June; fast, reliable little car, 35mpg. £235.—Box 3748. [3638

1950 Singer 1500 saloon (August 15), 3,000 miles, absolutely as new, £1,300 (or nearest offer), one driver only.—J. Adkins, "Denville," Middleton Rd., Banbury. Tel. 3064. [3165

1940 Singer 9 Roadster, good tyres, resprayed, new carpets, hood and screens recently fitted, in very good condition throughout, taxed; £380 or offer.—Stuttaford, Severals, Maypole Rd., East Grinstead 1363. [2799

Singer Cars Wanted

R

ROWLAND SMITH'S, the Singer buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0986

CASH immediately for good Singer.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [3226

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Singer from 1937 onwards. Wembley 8691-2. [0777

RAYMOND WAY, the hire-purchase specialists are still buying Singers and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0872

Singer Spares and Service

THE North's premier Singer spares stockists. Coulthurst & Grimshaw, Ltd., Whalley New Rd., Blackburn, Lancs. Tel. 48731/2. [7970

AUTOMENDERS, Ltd., are specialists in Singer service and overhauls. — Automenders, Ltd., Lowther Garage, Ferry Rd., Barnes, S.W.13. Riverside 6496. [0754

GORDON CARS (LONDON), Ltd., the London Singer distributors for spares, repairs and service.—St. Alban's Lane, Golders Green, N.W.11. Speedwell 4701-2.

E. PASCALL (GUILDFORD), Ltd., sole distributors for West Surrey; spares and specialised service.—Stoke Fields Service Station, Stoke Fields, Guildford. Tel. 2274/5/6. [0517

SPORTS CARS

S

SIMMONS of Croydon for all sports carriages.—101a, Tamworth Rd., West Croydon. Tel. Croydon 1537. [9349

BLAKES

THE Northern Sport and

RACING Car Specialists.

BUY and sell racing and sports cars of all types, specialists in vintage Bentley; write for lists and quotations.

J. BLAKE & Co., Ltd.,

110, Bold St., Liverpool.

ROYAL 6622. 'Grams: Autocar, Liverpool. [1052

CHARACTER CARS offer:—

A SELECTION of vintage and sports cars, 2- and 4-seaters, in far above average condition; please telephone for details of current stock, including—

ALFA-ROMEO, 1935 Zagato, supercharged, 1750cc.

ALFA-ROMEO, 1929, supercharged, 1500cc twin cam team car.

BENTLEY, 1929 4½-litre fixed head coupe.

FRAZER NASH-B.M.W. 1938 type 320 saloon de luxe.

M.G. 750cc 2-seater Montlhery, reg. 1934, entirely rebuilt.

PARTICULARS of vintage and sports cars for disposal with photographs and price required will be gratefully received and acted upon immediately:

CHARACTER CARS, 124-126, Haydons Rd., Wimbledon, S.W.19. Liberty 7677-8. 10 minutes South Wimbledon Underground. Buses pass our door. Open on week-days 9 until 7. Will our customers please note that we no longer open on Sunday mornings. [2534

EXCHANGE for open car; Riley 9 special series 1933 saloon, in original as new condition.—C. Arnold, 8, Homestead Way, Northampton. Tel. 5001. [3132

6-cylinder Citroen Grande-Luxe saloon, 1940; sell at £895 or consider exchange with Light 15 or Silverstone Healey.—65, Victoria Rd., Worthing 4635. [3581

SPORTS CARS

P

PERFORMANCE CARS.

THE WINDMILL GARAGE, Great West Rd., Brentford, Middlesex.

ONLY 3 minutes from Northfields Tube Station, Piccadilly Line. Tel. Ealing 0441, 6995.

REPAIRS, petrol, etc.; comprehensive stock of cars and accessories.

FROM the best selection of reasonably priced guaranteed sports cars we offer:—

FRAZER NASH-B.M.W. type 328 2-seater, very low mileage, checked throughout, spotless, year 1939, £950.

FRAZER NASH-B.M.W. 2-litre type 45 drop head foursome, 1934, £375, also type 55 saloon, £295.

COOPER 500, 4-stud Jap engine, Norton gear box, ready for racing, 1950; £475.

M.G. T.C., one owner, 1949, £795; M.G. 2.6-litre drop head foursome by Salmons, 1940, £575.

M.G. 2.6-litre tourer, checked throughout, 1939, £495; M.G. 2-litre tourer, 1938, £380.

M.G. T.A. 2-seater, 1937, £365; M.G. P.A. 4-seater, 1934, £295.

M.G. J.2 2-seater, 1934 £245; M.G. 12hp 4-seater, 1932, £165.

JAGUAR 1½-litre drop head foursome, checked throughout, 1939, £475; Allard 2-seater, 1947, £750.

TRIUMPH Dolomite 14hp drop head by Tickford, 1939, £495. Triumph Gloria 10hp saloon, 1933, £165.

TRIUMPH Dolomite 16hp saloon, checked throughout, 1937, £335.

BENTLEY 4½-litre tourer by Vanden Plas, rebuilt, £10 tax, registered 1951, £425.

BENTLEY Red Label 3-litre tourer by Young, 1925, £275, Bentley Blue Label 3-litre tourer by Freestone & Webb, 1924, £285.

BENTLEY Red Label 3-litre tourer by Vanden Plas, 1926, £295.

TALBOT 10hp 4-seater tourer, 1936, £325; Talbot 75 saloon, engine overhauled 1933, £175.

TALBOT 95 4-seater tourer by Young, recellulosed, new hood, 1933; £275.

ALVIS Silver Eagle 17hp saloon, 1935, £175; Alvis Speed 20 Charlesworth saloon, 1935, £300.

MORRIS 8hp 4-seater tourer, 1938, £295; Austin 10hp saloon, 1934, £160.

INVICTA 4½-litre drop head foursome, 1932, £275. Frazer Nash 12hp Anzani engine, 2-seater, 1926, £165.

RILEY Kestrel 1½-litre saloon, 1936, £395; Riley 9 saloon, 1932, £125.

RILEY Adelphi 15/6 saloon, 1937, £425; Delage 21hp saloon, 1931, £125. Vauxhall 14hp saloon, 1935, £185.

LANCIA Dilambda 32hp saloon, 1932, £275; Packard 26hp drop head foursome, 1936, £325.

MERCEDES-BENZ Type 220, left-hand drive, tourer, fitted A.C. diesel engine, 1936, £10 tax; £450.

PERFORMANCE CARS. [3549

B & G MOTORS offer:—

£187—Riley 9 Gamecock sports 2-seater, taxed, cream, one owner since 1946, bills available for over £200 spent on it including rebore, etc., etc., new battery.

£125—Riley 9 special open sports 4-seater, Brooklands-type radiator, whole car really low built, real tearing calico exhaust note, excellent tyres, very unusual car.

£125—Salmson 10hp streamlined sports 2-seater, French racing blue, fitted genuine San Sebastian detuned racing engine with twin magnetos, twin plugs per cylinder, etc., goes like twenty-seven scalded cats.

£120—Riley 9 Monaco saloon, sound running order with the exception of a brace of gremlins in pain in the rear axle, gremlins will be removed for discriminating purchaser.

MANY others.—B. & G. Motors, Early Mews, Arlington Rd., Camden Town, N.W.1. Gulliver 3578. [3071

RAYMOND WAY, the hire purchase specialists!

RAYMOND WAY, of Kilburn.

50 sports cars of all types under £400.

CARS and motor cycles wanted in part exchange.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6 (150yds. Kilburn Park Station, Bakerloo Line). Mai. 6044 (10 lines). [0827

POTTER, RICHARDS & CARR offer choice of Rolls-Royce, Allard, Lea-Francis, Buick, Ford, Citroen, Delahaye, Delage, Mercedes, Opel, Jawa, Lancia, Renault cars and also Cadillac engines.

ATTRACTIVE prices; part exchanges, h.p. terms.

FOR details tel. Kensington 6955, or letters only to Richards, 62 Princes Gate Mews, S.W.7. [2264

CHILTERN CARS offer Alfa-Romeo, Allard, Bugatti, Buick, Daimler, Ford, M.G. and Riley cars from stock; we shall be closed on Saturday, 1st September.—11a, Water Lane, Leighton Buzzard, Bedfordshire. Tel. 2060. [3402

MORGAN special 1930, Blackburn K.M.C. engine, modern semi-racing body, new tyres, alloy cycle wings, appearance impeccable, mechanically sound, economical, very fast; £130; offers.—Goode, 42, Pinchbeck Rd., Spalding, Lincs. [3150

MAYFAIR GARAGES, Ltd.—April, 1935, 9hp Imp sports 2-seater, pale blue with blue leather, completely overhauled at a cost of £200 and not yet run in, probably the smartest and most mechanically perfect Imp in the country, 3 months' guarantee; £475.

MAYFAIR GARAGES, Ltd., Balderton St. (opp. Selfridges clock), Mayfair, W.1. Mayfair 3104-5. [1974

RICHARDS & BROWN offer; Schneider 2-litre sports tourer, Dec., 1935, £325; Invicta 4½-litre Carlton drop head, £185; Riley 1,100cc T.T. 2-seater, £395; Riley 9 sports tourer, £150; M.G. P-type 2-seater, £295.—2, Ringers Rd., Bromley, Kent. Tel. Ravensbourne 7487 or 6479. [1682

VINTAGE 20/60 Vauxhall 2-str., Seagrave body, 1929, sizzling performance, Laystall crankshaft, Martlett pistons, genuine 90mph, cream/blue, immaculate throughout; owner reluctant to part but being prospective father would exchange saloon coupe, 10-12hp, or sell £225.—Tottenham 2540. [3641

SPEEDSTERS, Ltd.—The best conditioned sporting cars in the country; 3 months' written guarantee; every car a specimen mechanically and externally: Alfa, Alvis, Bentley, Bugatti, Fiat, Invicta, Jaguar, M.G., Mercedes, Riley.—Offices at "Old Straddles," Cross Oak Lane, Salfords, nr. Redhill, Surrey. Horley 628. [3390

SPORTS CARS

£325—Daimler Double Six Corsica drop head coupe, magnificent car in excellent order, must be seen to be appreciated.—Flat K, 59, Netherhall Gardens, London, N.W.3. Hampstead 5732 (evenings). [3704

1935 Riley Imp, motor, chassis, transmission in really sound order, any trial; £380 o.n.o., very special Riley 9 Gamecock, completely rebuilt, new crankshaft, rods, etc., two large bore S.U.s, four-branch exhaust manifold, close ratio racing crash box, four new tyres, etc. £240.—1, Norman Court, Hampton, Middx. [3482

1939 (reg. Nov. '38) Triumph Dolomite 14/65 Roadster, coachwork in duo-green with green leather upholstery, new hood, Ace discs, dual Windtone horns, twin spot lights, a most immaculate and modern looking car with extremely good performance; reasonable offer around £450 accepted although a private sale h.p. terms can be arranged.—101, Windmill Rd., Longford, Coventry. Tel. 84228. [2762

Sports Cars Wanted

R

ROWLAND SMITH'S, the sports car buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

DICKS

THE sports cars buyers.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6868-9. [1294

BARTLETT.—We are interested buyers of all sports cars.—27a, Pembridge Villas, W.11. [3124

PERFORMANCE CARS, of The Windmill Garage, Great West Rd., Brentford, London, W.5. (Tel. Ealing 0441, 6995.) [2270

SIMMONS, of Croydon, are buyers of all good condition sports cars for immediate cash.—101a, Tamworth Rd., West Croydon. Tel. Croydon 1537. [7597

Sports Cars Spares and Service

AUTOMENDERS, Ltd., are enthusiastic repairers, tuners and modifiers.—Automenders, Ltd., Lowther Garage, Ferry Rd., Barnes, S.W.13. Riverside 6496. [0753

S.S.

1935 S.S.I tourer, 16hp, excellent condition; £355.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [1031

125 gns.—S.S.I 1933 16hp foursome coupe, metallic blue and black, sliding head, leather upholstery, good condition, terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [3309

S.S. Cars Wanted

ROWLAND SMITH'S, the S.S. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0988

STANDARD 8

W. J. BROWN, Ltd.

1948 Standard 8hp drop head coupe, fitted chrome luggage rack, heater, twin horns, colour grey, showroom condition; £615.

W. J. BROWN, Ltd., Ford main dealers,

339, Finchley Rd., N.W.3. Hampstead 4414. Adjacent Finchley Road Stations. [3371

STARNES MOTORS offer:—

£545—Standard 8 tourer, 1948, black, particularly well kept, hood and side screens perfect.

STARNES MOTORS, Standard and Triumph specialists, 103, Cricklewood Broadway, N.W.2. Gladstone 2480. [3526

STARNES MOTORS offer:—

£465—Standard 8 saloon, 1947, black, one careful owner, a very nice car.

STARNES MOTORS, Standard and Triumph Specialists, 103, Cricklewood Broadway, N.W.2. Gladstone 2480. [3525

DICKS CAR SALES offer:—

1946 Standard 8 tourer, carefully used, recent overhaul, £475.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6868-9. [2276

GLANFIELD LAWRENCE offer:—

1947 Standard 8 saloon, black with beige leather, exceptional condition, moderate mileage, £575.—407, High Rd., N.12. Finchley 0091. [2300

1947 Standard 8, black, brown leather interior, very clean and good mechanical condition.

WALTON-ON-THAMES MOTOR Co., Ltd., Walton 200. [3032

1948 Standard 8 drop head coupe, black, immaculate condition, one owner; £625.

BRIDGE MOTORS, Church St., Rickmansworth. Tel. Rickmansworth 2362. [3668

STANDARD 8hp drop head coupe, 1940, grey/blue hide, moderate mileage, £450.—J. Davy, Kensington 1108. [3037

1946 Standard 8 tourer, moderate mileage and in very good condition, written guarantee, open to A.A. or R.A.C. inspection; £525.

TANKARD & SMITH, Ltd., 226-232, High Rd., South Tottenham, N.15. Tel. Sta. 3291. [3075

1946 Standard 8 saloon, black, one owner, very nice condition; only £495.—Carey & Clayton, Southbourne, Bournemouth. Tel. 1000. [2756

L. F. DOVE offer: 1946 Standard 8 saloon, grey with blue upholstery, resprayed, good tyres, £525.—69, Broadway, Wimbledon, S.W.19. Liberty 3456. [3566

1947 Standard 8 tourer, grey, as new; £535.—Hendon Central Garage, Ltd., 44/46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1423-4. [2991

1947 Standard 8 drop head coupe, beautiful condition, grey with blue upholstery; £595.—G. & R. Garage, Ltd., 33, Victoria Rd., Surbiton. Elmbridge 4383. [2285

L. F. DOVE offer: 1946 Standard 8 drop head coupe, black with brown, showroom condition, nominal mileage, £550.—69, Broadway, Wimbledon, S.W.19. Liberty 3456. [2313

1939 Standard 8, 2-door, mechanically perfect, upholstery good, body very fair, taxed; £295.—Reeves Motors, Grand Parade, Forty Lane, Wembley. Arnold 3004. [3550

1939 Standard 8 saloon, black, mechanically reconditioned, paintwork very good, any trial; £350.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [3722

STANDARD 8hp 1939 sun 2-door saloon, grey, blue upholstery, good tyres, reconditioned engine recently fitted, owner selling on delivery new car; best offer over £370 secures.—Tel. Woolwich 1194. [3168

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

STANDARD 8

1948 (June) Standard 8hp drop head coupe, grey with blue leather, genuine 23,000 miles, perfect.—£620 Gibson's Sports Cars (Christchurch) Ltd., Lymdhurst Rd., Christchurch, Hants. Tel. 1661. [3256

395 gns.—Standard 8, 1946 (reg. 1949), tourer, black, fawn leather, excellent condition, taxed, terms, exchanges, list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [3311

1946 Standard 8hp de luxe saloon, finished in black with brown upholstery, new tyres, exceptionally good mechanical and general condition, guaranteed; £550.—R.L.M. Motors, Ltd., 101, Brighton Rd., Coulsdon, Surrey. Tel. Uplands 4841. [2304

STANDARD 9

£298.—Standard Flying 9 1937 saloon, very nice condition, tip-top mechanically, choice 3, many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat. 9-6 (Sats. Holland Park Tube). [2736

1940 Standard 9hp saloon de luxe, a very exceptional car, with reconditioned engine, £445.—Vandervells (Buyers of Good Used Cars), 215, Haverstock Hill, N.W.3. Primrose 4441. [8160

STANDARD 12

STANNES MOTORS offer:

£795.—Standard 1947 12hp saloon, black with blue leather, one owner, exceptionally good condition throughout.

STANNES MOTORS, Standard and Triumph specialists, 103, Cricklewood Broadway, N.W.2. Gladstone 2400. [5527

GLANFIELD LAWRENCE offer:—

1938 Standard 12 saloon, respayed, reconditioned, beautiful condition throughout, £475.—407, High Rd., N.12. Finchley 0091. [3544

PALMERS MOTORS, Ltd., offer:—

1939 Standard 12 saloon de luxe, excellent condition, £475, terms and exchanges.—53, York St., Twickenham. Popesgrove 1690. [5595

1946 Standard 12 saloon, excellent order.

GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 5268. [8157

DROP head foursome coupe Standard 12, 1948, superbly smart, in grey, £875.

WADCOL MOTORS, 150-6, West End Lane, N.W.6. Hampstead 4177. [2784

1947 Standard 12 saloon, grey, all leather interior, car in excellent condition throughout, £750.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [1599

1947 Standard 12 de luxe sun saloon, colour black, tartan leather upholstery, indistinguishable from new, £695.

RAYMOND WAY OF KILBURN, hire purchase specialist, has 200 good used cars under £400.—Maida Vale 6888. [3211

£185.—1934 Standard 12hp, attractive appearance, interior good, brakes and clutch overhauled, high oil pressure.—Tel. Bus 9255. [5444

£465 original condition, all extras, twin horns, etc., excellent mechanically, choice 3, many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat. 9-6 (Sats. Holland Park Tube). [2757

1948 (June) Standard 12 drop head coupe, 9,000 miles, fitted radio and many extras, beautiful condition, £865.—Bruce France, 8a, Cromwell Mews, South Kensington. Fra. 0513. [2218

WALTER SCOTT, Ltd.—1948 Standard 12 drop head coupe, black, nominal mileage, excellent throughout, £795, terms and exchanges.—59, College Crescent, Hampstead, N.W.3 (Finchley Road Tube). Pri. 5914. [8162

STANDARD 14

DICKS

1948 Standard 14 saloon, as new, fitted radio, specimen car, £895.

DICKS CAR SALES, Ltd., 365-401, High Rd., Kilburn, Maida Vale 6888-9. [3574

BOON & PORTER, Ltd.

1948 Standard 14 saloon, grey with blue leather upholstery, 24,000 miles, £675.

CASTELNAU, S.W.13. (By Hammersmith Bridge.) Riverside 4444. [2913

H. M. BENTLEY & PARTNERS, Ltd.

1948 Standard 14 drop head foursome coupe, grey with blue leather, 15,000 miles, and one owner only, £845.

9, Albemarle St., London, W.1. Tel Grosvenor 5551. [1591

1948 Standard 14 saloon, grey, all leather interior, speedometer 26,000, one owner, £850.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [1598

1948 Standard 14 saloon, new tyres, one owner, immaculate.—Offord, 154, Gloucester Rd., S.W.7. Fremantle 0051. [3050

1947 Standard 14hp saloon, black, fawn upholstery, 1 owner, £765.—Vandervells (Buyers of Good Used Cars), 215, Haverstock Hill, N.W.3. Primrose 4441. [1251

£865.—May, 1948, Standard 14 saloon, black with green hide upholstery, in new condition, terms and exchanges.—G. S. Hall, 502, King St., Hammersmith, W.6. Riverside 2881. [1242

1948 Standard 14, black, brown leather, radio, one owner, £875.—Hendon Central Garage, Ltd., 44-46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1423-4. [2079

£750.—Standard 14hp saloon de luxe, June, 1947, very attractively finished in dove grey with blue leather upholstery almost like brand new, loose seat covers, one fastidious owner has carefully driven the car over a very limited mileage, new Dunlop tyres fitted last month being the first replacements of the original tyres fitted when the car was brand new; choice of four other post-war Standard 14s, one 1946, two 1948, from £675.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for our post-free catalogue. Hire purchase. Part exchanges. Free delivery. Showrooms open till 8 p.m. from Monday to Saturday.

STANDARD VANGUARD

CAR MART, Ltd.

1949 Standard Vanguard saloon, heater, 15,000 miles, £1,075.—Car Mart, Ltd., 520, Euston Rd., N.W.1. Euston 1212. [3626

STANDARD VANGUARD

DICKS

1949 (October) Vanguard saloon, one owner, very low mileage, fitted heater, £1,075.

DICKS CAR SALES, Ltd., 365-401, High Rd., Kilburn, Maida Vale 6888-9. [1397

TOM GARNER, Ltd., offer:—

1950 Standard Vanguard saloon, maroon with beige upholstery, heater, 5,000 miles only.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [2857

RUSSELL MOTORS offer:—

1949 Vanguard, 2,000 miles only, radio and heater.

THE above car subject to any trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 9288. [3054

H. A. SAUNDERS, Ltd., offer:—

1950 Standard Vanguard saloon, maroon with beige leather upholstery, 10,000 miles, £1,350.

836—842, High Rd., N.12. Hillside 0024. [2844

GORDON CARS (LONDON), Ltd.—1950 Vanguard saloon, blue.—Below.

GORDON CARS (LONDON), Ltd.—1950 Vanguard saloon, black.—Below.

GORDON CARS (LONDON), Ltd.—1949 Vanguard saloon, black.—Below.

GORDON CARS (LONDON), Ltd.—1949 Vanguard saloon, bronze.

GORDON House, 375, Euston Rd., London, N.W.1. Euston 6611. [3080

GOLDERS Green: H. A. Saunders, Ltd.—1949 Standard Vanguard, grey, red, £1,025.—144, Golders Green Rd., Spe. 0011. [5383

1949 Vanguard, black, radio, heater, red upholstery, perfect condition, 17,000 miles, £1,050.—Silverthorn 1541. [3471

1950 Standard Vanguard van, beautiful condition fitted heater, £750.—Harrison, Churchwood, Fittleworth, Sussex. Tel. 26. [3446

1949 Standard Vanguard, small mileage, radio and heater, outstanding condition, 3 months' guarantee, terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5774. [5284

STANDARD Vanguard (Jan., 1950), metallic green, mileage 3,500 only, wireless, heater and loose covers fitted as new; £1,295; terms arranged.

COPEE, 481, Hagley Rd., Edgbaston, Birmingham. Tel. Bes. 2246. [5053

1950 (July) Vanguard, blue, red leather, immaculate condition; private sale; £1,295, n.o.—Berg, 3, Cunningham Park, Harrow 4088. [2954

1950 Vanguard saloon, 7,000 miles, as new, £1,350.—Barnes Garage, 515, Finchley Rd., Hampstead, N.W.3. Ham. 2221. Mal. 1629. [5630

1950 Vanguard saloon, very low mileage grey with red leather upholstery, most carefully used; £1,350.—Holbrook Motor Co., Ltd., Richmond 4014.

STANDARD Vanguard saloon, 1950, 9,000 miles, maroon with beige leather.—Lamb's, Ltd., Standard House, Southend Rd., Woodford, Essex. Wan. 0125 (6 lines). [3001

1949 Standard Vanguard, champagne, loose covers, 14,000 miles, radio, heater; trade enquiries welcomed.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0621/2. [3401

1949 (Dec.) Vanguard saloon, one owner, low mileage, green, green leather, unmarked, £1,095.—Clarke & Simpson, 75-79, Cadogan Lane, S.W.1. Sloane 4727. [2518

£975.—1948 Vanguard 4-door de luxe, 12,000 miles, genuine bargain.—G. P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yards Clapham South Tube). Bat. 1107-8-9. [2060

1950 Vanguard saloon de luxe, maroon fawn leather, radio, heater, 5,000 miles, indistinguishable from new.—Sidney Marcus, Ltd., 53, Sloane St., S.W.1. Tel. Sloane 3557/6970. [3409

1949 Standard Vanguard saloon, first registered 22.10.49, finished in black with brown leather upholstery, genuine mileage 14,000, 1 private owner, fitted radio, in perfect condition.

ARTHUR MULLINER, Ltd., Bridge St., Northampton. Tel. 307. [3011

£995.—Standard Vanguard, March, 1949, grey with red leather interior, one careful owner only, nominal mileage, fitted heater; choice of 4, in various colours.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue. Hire purchase. Part exchanges. Free delivery. Showrooms open till 8 p.m. Monday to Saturday. [5198

NAYLOR & ROOT, Ltd.—1950 Standard Vanguard, black, brown hide, radio and heater, 5,000 miles, indistinguishable from new, £1,275, 3 months' guarantee; choice of 250 quality cars; demonstrations within 100 miles; terms available.—25, East Hill, S.W.18. Batt. 5272. Open 9-6 each week-day including Saturday. [3115

STANDARD MISCELLANEOUS

RAYMOND WAY

SEVEN KINGS Branch offer:—

279 gns.—1938 Standard Flying 12 sun saloon, very clean, black cellulose with red interior, fitted loose covers, taxed.

359 gns.—1940 Standard 8 de luxe sun saloon, original black with fawn interior, carefully used specimen, taxed December.

399 gns.—1939 Standard 10 4-door de luxe sun saloon, original black with green interior, 2 owners, taxed.

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SALES, service, spares.

STANDARD and Triumph distributors for Croydon, Purley, Caterham, Epsom, Mitcham and Beckenham areas.

CARRS AUTO SALES, Ltd., Standard House, South End, Croydon. Tel. Cro. 6088-9. [0052

TANKARD & SMITH, Ltd., offer the choice of many Standard 8s, 10s and 12s from their vast stock of over 200 used cars, all subject to three months' written guarantee.—196, King's Rd., S.W.3. Tel. Flax. 4801-3.

Standard Cars Wanted

URGENTLY need post-war Standard.—21, Kirkstall Rd., S.W.2. Tulse Hill 1288 (day). [0751

Standard Cars Wanted

CMTRS

THE CAR MART, Ltd., wish to purchase Standard cars.—150, Park Lane, W.1. Grosvenor 5454.

ROWLAND SMITH'S, the Standard buyers.—Hampstead Stand High St., (Hampstead Tube). Ham. 6041.

1950 Vanguard urgently wanted.—Tel. Park 6736 or Aylesbury 164. [5348

1950 Vanguard saloon required.—Turnbull, Ross House, Station Hill, Winchester. [2929

ALMOST new Standard required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488.

MARSTON MOTOR Co., Ltd., for your Standard.—Tel. Sta. 5000.—Seven Sisters Rd., Tottenham, N.15. [0181

CASH buyers of low-mileage Standard 12s, 14s, Vanguards, distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0601

APPROACH us first before disposing of your Standard car.—Tankard & Smith, Ltd., 194-198, Kings Rd., S.W.3. Flaxman 4801-3. [3562

C. A. PETO, Ltd., 42, North Audley St., W.1, urgently require post-war small mileage Standard cars in first-class condition.—May, 5051. [5047

ALBERT FARNELL, Ltd., would appreciate the offer of your Standard is wishing to sell.—75, Manningham Lane, Bradford. Tel. 28827-8. [0216

STANNES MOTORS, 103, Cricklewood Broadway, N.W.2, require modern Standard cars in really good cond., cash or exchange. Tel. Gla. 2460. [0431

IF your car is in London and is a post-war model it can be seen and purchased within an hour of 'phoning Mayfair 7654, the London Buying Office of Lamb's, Ltd. (Woodford, Essex), Slough House, 16, Berkeley St., W.1. [2853

Standard Spares and Service

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STANDARD spares and replacement units.—John Keye (Leeds), Ltd., New York Rd., Leeds, 2. Tel. 29439.

REPAIRS and service for Standard and Triumph cars by the Standard agents.—Kelross Garage, Highbury Grange, N.5. Canonbury 5190. [0294

STANDARD and Triumph spares.—Post your enquiries to Northdown Motor Co. (Distributors), Northdown Rd., Margate. Tel. Thanet 20405. [0195

STANDARD spares for all models, largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3522). [0359

SPARE parts by return of post, quote commission number of car when ordering.—Whites Garage, Ltd., Standard and Triumph Car Distributors, Grimsby. Tel. 5486. [0475

BROCKHURST GARAGE.—Harrow agents for Standard Triumph sales, service, spares, reconditioned unit.—Uxbridge Rd., Harrow Weald, Middlesex. Tel. Grimsdyke 561. [0255

LANKESTER ENG. Co., Ltd. (distributors in Surrey since 1911).—Full range of spares; 'phone, write or call; orders despatched immediately.—39-43, Eden St., Kingston. Kin. 5151-4.

K. J. MOTORS, Ltd. have available for immediate delivery, reconditioned engines and vast stock of spares for all models; the Standard specialists for over 25 years.—137-149, Widmore Rd., Bromley, Kent. Rav. 5456-7-8-9. [0367

HALLS (FINCHLEY), Ltd., have a comprehensive range of Standard spares for immediate delivery and also reconditioned Standard exchange engines guaranteed 3 months. Girling-Bendix stockists.—Arcadia Ave., Finchley, N.3. Finchley 6606-9. [0002

STUDEBAKER

SIMPSON'S MOTORS offer:—

1950 Studebaker Champion, fitted with accessories.

1950 (first registered) 1948-9 model Studebaker Commander convertible, fitted with overdrive and heater, low mileage; for full list see under "American Cars."

SIMPSON'S MOTORS (WEMBLEY), Ltd., (American Car Specialists), Wembley 8691-2. [2967

MONTROE MOTORS offer:—

1936 Studebaker 26 saloon, black; £155.

MONTROE MOTORS (N. H. Boswell), 91-7, Epping New Rd., Buckhurst Hill, Essex. Buc. 1171-2. [6400

STUDEBAKER Dictator saloon, rebored, taxed, exceptional. Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [8295

1950 Studebaker Regal de luxe Champion power operated convertible, with every extra, right-hand drive, 5,000 miles, a superb car.—Taylor and Crawley, 48, Kensington Court, W.8. Western 6015. [2821

1948 Studebaker Champion 23hp 4-door saloon, grey, brown leather upholstery with nylon covers, right-hand drive, mileage 27,000, radio and heater, a handsome car at reasonable price; £2,000; exchanges considered.

BAILLIE & HURN, 126, St. George's Rd., Glasgow. Douglas 0865. [3689

£1695 1946, equipped with overdrive and the special wide 6-seater ultra-streamlined bodywork with latest type heavy chromed moulding new-look front, curved rear window extending full width of body, which, combined with the full-width windscreen, gives the maximum possible all-round visibility, immaculate finish in metallic red with luxurious interior furnishings; American multi-plaid loose seat covers, air conditioning and de-misting, latest type pull-to door handles, etc., etc., mechanical condition completely in keeping with the superb appearance of the car, a genuine low mileage post-war American model offered at an exceptionally reasonable figure.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for our post-free catalogue. Hire purchase. Part exchanges. Free delivery. Showrooms open till 8 p.m. from Monday to Saturday. [5191

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STUDEBAKER

1950 Studebaker Land Cruiser saloon, overdrive, radio, heater, demister, right-hand drive, absolutely immaculate, 8,000 miles.—Taylor and Crawley, 48, Kensington Court, W.8. Western 6015. [2822

Studebaker Cars Wanted

DICKS

THE Studebaker buyers.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [1290

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Studebaker from 1937 onwards. Wembley 8691-2.

SUNBEAM-TALBOT

CAR MART, Ltd.

1950 Sunbeam-Talbot 80 saloon, 10,000 miles; £1,395.

1950 Sunbeam-Talbot 90 saloon, 4,000 miles; £1,575.

1948 Sunbeam-Talbot 2-litre tourer, 21,000 miles; £895.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [3627

R. F. FUGGLE, Ltd.

1950 (March) Sunbeam-Talbot 90 saloon, grey with grey leather, one owner, 13,000 miles, heater, radio, and other accessories; £1,345.

1946 (Dec.) Sunbeam-Talbot 2-litre saloon, grey with grey leather, 21,000 miles; £935; (choice of two).

R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. 1685. [2931

ODEON MOTORS, Ltd.

1950 (Aug.) Sunbeam-Talbot 90, metallic green, fawn leather, radio, loose covers, link mats, 1 owner, very low mileage; £1,495.—Odeon Motors, Ltd., Barnet 4100. [2948

BOON & PORTER, Ltd.

1948 Sunbeam-Talbot 10 saloon, black, mileage 22,000, exceptional condition; £950.

CASTELNAU, S.W.13. (By Hammersmith Bridge.) Riverside 4444. [2914

CYRIL SHEPPARD offers:—

SUNBEAM-TALBOT 80 sports saloon, beige with red leather, 7,000 miles, as new throughout; £1,350; exchanges, hire purchase; written guarantee.—102, King's Rd., Reading. Tel. Reading 2712. [3541

PHŒNIX MOTOR Co., offer:—

1950 (June) Sunbeam-Talbot 80 convertible, satin bronze, red leather upholstery, 7,000 miles, fitted radio; a specimen car and exceptional value at £1,250.

PHŒNIX MOTOR Co. (SURREY), Ltd., Phœnix House, High St., Sutton, Surrey. Vigilant 1121. [3524

BROOKLANDS for individuality.

1950 Sunbeam-Talbot 80 saloon, metallic green, speedometer reading 10,000.

1949 Sunbeam-Talbot 90, metallic grey, small mileage.

BUY or sell your car at

103, New Bond St., London, W.1. Mayfair 8351/6. [2345

WARWICK WRIGHT, Ltd., offer:—

1950 Sunbeam-Talbot 80 saloon, black, buff leather, 11,000 miles.

1950 Sunbeam-Talbot 80 saloon, gunmetal grey, grey leather, 8,000 miles.

1950 Sunbeam-Talbot 90 saloon, gunmetal grey, grey leather, radio, 5,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [3548

H. A. SAUNDERS, Ltd., Radlett, Herts.

1950 Sunbeam-Talbot 90 0saloon (July), grey with grey upholstery, 10,000 miles; £1,450. —Radlett 6167. [9919

GORDON CARS (LONDON), Ltd.—1950 Sunbeam-Talbot 90 saloon, green.

GORDON HOUSE, 373, Euston Rd., London, N.W.1. Euston 6611. [3099

SUNBEAM-TALBOT 1939 10hp coupe, excellent condition, fitted radio; £535.—Harrow 2980. [3290

1950 Sunbeam-Talbot saloon, 6,000 miles.—Autowork, Ltd., Winchester. Tel. Winchester 4834/3406. [2922

1950 Sunbeam-Talbot 90 sal., 6,000 miles; £1,500. —C. A. Peto, Ltd., 42, North Audley St., W.1. May. 3051. [3040

1949 (Sept.) Sunbeam-Talbot 80 saloon, black with red hide, 12,000 miles only, as new.—J. Davy, Kensington 1108. [3035

SUNBEAM-TALBOT 80 saloon, low mileage, carefully maintained by original owner; £1,350.—Offord, 154, Gloucester Rd., S.W.7. Fremantle 0051. [3031

1950 (July) 90 saloon, one very careful owner, H.M.V. radio, heater, etc.; £1,565.—Mitchell, 1, Balham High Rd., S.W.12. [8860

1939 Sunbeam-Talbot 10 saloon, excellent condition throughout; £575; also 1938 model; exchanges.—Tel. Park 6736 or Aylesbury 164. [3350

1950 (Aug.) Sunbeam-Talbot 90, drop head coupe, satin bronze, 9,000 miles, fitted heater; £1,295.—Ray Powell, Ltd., E.11. Ley. 3366, Val. 3468. [3171

1950 Sunbeam-Talbot 80 saloon, 12,00 miles only, bronze finish; £1,250.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [3263

1950 (Mar.) Sunbeam-Talbot 90 convertible coupe, black, brown leather, one owner, taxed Dec., 5,800 miles only; current list price £1,375, our price £1,585.

SIX months' written guarantee; trade enquiries welcomed.

McKINNON MOTORS, Ltd., Langham House, 3, Stafford Rd., Wallington, near Croydon, Surrey. Established 1906. Tel. Wallington 2404. [2910

1950 (November, 1949) Sunbeam-Talbot 80 saloon, gunmetal, as new throughout, one owner; £1,250.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [2478

1950 Sunbeam-Talbot 80 drop head coupe, finished bronze, 10,000 miles only; £1,350.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [3264

1950 Sunbeam-Talbot 90 saloon, grey, one owner guaranteed mileage 8,000; £1,375.—R. S. Mead (Sales) Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 5431/2. [2330

SUNBEAM-TALBOT

CAMDEN MOTORS.—Sunbeam-Talbot 10hp sports saloon, 1939, dark blue with grey leather upholstery, new tyres fitted and in sound mechanical order; £545.

CAMDEN MOTORS.—Sunbeam-Talbot 10hp foursome drop head coupe, 1938, steel grey finish, very attractive lines, delightful performance; £435.

CAMDEN MOTORS.—Sunbeam-Talbot 10hp sports saloon, 1939, fitted works reconditioned engine only six months ago, specially recommended for its mechanical order; £595.

CAMDEN MOTORS.—Sunbeam-Talbot 10hp 4-seater sportsman's roadster, 1938, dark red with fawn leather and dark grey hood (just reproofed), very nippy engine, passlights, windscreen heater and other extras; £415.

CAMDEN MOTORS.—Sunbeam-Talbot 10hp sports saloon, 1947, black with fawn interior, an attractive specimen in thoroughly sound order; £795.

CAMDEN MOTORS.—Sunbeam-Talbot 80 and 90 saloons and drop heads; see selection on quarter-page advert. on page 40 in this issue.

see selection on quarter-page advert. on page 40 in this issue.

CAMDEN MOTORS, Sunbeam-Talbot specialists, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for our post-free catalogue of 400 cars. Hire purchase, part exchanges. Fares refunded in full to purchasers from any part of the country. Free delivery anywhere in the United Kingdom. Showrooms open till 8 p.m. Monday to Saturday. [3195

1950 Sunbeam-Talbot drop head coupe, green, loose covers, heater, in immaculate condition, trade enquiries welcomed.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0821/2. [1096

1950 (May) Sunbeam-Talbot 80 saloon, satin bronze with red leather, 6,000 miles, as new; £1,325.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [3254

1939 21hp Sunbeam-Talbot black saloon, beautifully maintained, fitted radio and heater, delivery of new car only reason for sale; £650.—72, Islip Gardens, Northolt, Middx. Waxlow 3162. [3711

SUNBEAM-TALBOT 1948 2-litre, grey, 28,000 H.M.V. radio, loose covers, taxed, new tyres, excellent condition; best over £1,050.—Tel. Burgh Heath 523, "Amelia," Waterhouse Lane, Kingswood, Surrey. [3143

1949 (April) Sunbeam-Talbot 90 saloon, metallic grey, grey leather, one ownership, thoroughly recommended; written guarantee; terms, exchanges.—H. F. Edwards, 172, Kingston Rd., Ewell, Surrey. Ewell 5101. [3234

SUNBEAM-TALBOT 3-litre saloon, metallic grey with grey upholstery, Notek fog lamp, trailer coupling, this car has been especially well cared for, and is in excellent order throughout; for sale privately, inspection by appointment.—Enquiries to Box 3465. [1812

Sunbeam-Talbot Cars Wanted

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ROOTES

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REQUIRE modern low-mileage Sunbeam-Talbot cars.

BIRMINGHAM.—Lower Temple St. (Central 8411.)

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ROCHESTER.—(Chatham 2231.)

WROTHAM Heath.—(Borough Green 4.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0111

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ROWLAND SMITH'S, the Sunbeam-Talbot buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0990

CASH immediately for Sunbeam-Talbot.—H. F. Edwards, 28, Upper High St., Epsom 9400. [3233

CASH buyers of low-mileage Sunbeam-Talbot 10s and 2-litre, distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0802

CRIPPS, of Nottingham, urgently require all recent models Sunbeam-Talbot cars.—R. Cripps & Co., Ltd., The Sunbeam-Talbot Distributors, Parliament St., Nottingham. Tel. 46381. [0462

BIRMINGHAM and Midlands.—Low-mileage Sunbeam-Talbot modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0089

TALBOT

1936 Talbot 10 saloon; £275; evenings.—Wood, 2, Alexandra Rd., Kingston, Surrey. [3503

TALBOT 14, 1934, immaculate bodywork, well shod, absolutely reliable; £150.—12, Mount Pleasant Drive, Belper, Derby. [2741

TALBOT 18hp saloon, June 1937, good mechanical condition and tyres recently overhauled throughout; price £365.—Andrews, Little Manor, Egham 392. [9796

1938 Talbot 10 saloon, just recellulosed, silver gunmetal, in very good condition throughout, any trial; £450.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [7743

R. F. FUGGLE, Ltd., invite enquiries for two outstanding Talbot cars, a 105 short-chassis close coupled tourer, AYL 7, and a 110 2-door sports saloon by James Young; price £650 each.

R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. 1685. [2932

1937 Talbot Sportsman saloon, 17.9hp, fitted radio, discs, £150 overhaul 1950, bills available, really clean condition throughout; £315 or exchange 10-14hp car in good condition.—Tel. Pad. 3598. [3130

1938 Talbot 3-litre saloon gunmetal, grey leather 57,000 miles only, one owner, recent £200 overhaul, an exceptional car in original condition; £595 —Clarke & Simpson, 73-79, Cadogan Lane, S.W.1. Sloane 4727. [2519

TALBOT sports saloon, 17.9hp, 1936, first registered Aug., 1935, over £200 spent on complete overhauls just completed, new tyres, resprayed, bodywork overhauled; fully comp. insurance and taxed; price £550.—148, Ladbroke Grove, W.10. Tel. Ladbroke 2391. [2719

245gns.—Talbot 75, August, 1937, 18hp de luxe 4-door saloon, black, sliding head, fawn leather, synchromesh, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [3312

Talbot Cars Wanted

ROWLAND SMITH'S, the Talbot buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0991

TRIUMPH

CAR MART, Ltd.

1948-49 Triumph 1800 saloon, radio, 6 months guarantee, £1,050.—Car Mart, Ltd., 320 Euston Rd., N.W.1. Euston 1212. [3624

NEWNHAMS, Ltd.

1947 Triumph 1800 saloon, black with beige, excellent condition.

NEWNHAM HOUSE, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [9776

TOM GARNER, Ltd., offer:—

1949 Triumph 2000 Razor Edge saloon, grey with grey leather, 10,000 miles.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9865-6. [2858

H. A. SAUNDERS, Ltd., offer:—

1949 Triumph 2000 saloon, black with beige leather upholstery, 10,000 miles; £1,495.

836-842, High Rd., N.12. Hillside 0024. [2847

CHARLES FOLLETT, Ltd., offer:—

1950 Triumph Renown saloon, gunmetal, grey leather, one owner, heater, 26,000 miles, excellent condition throughout, guaranteed; £1,525.

18, Berkeley St., W.1. May. 6266.

SERVICE Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936-8. [3084

WARWICK WRIGHT, Ltd., offer:—

1950 Triumph Renown saloon, maroon, red leather, heater, 16,000 miles.

1950 Triumph Renown saloon, black, brown leather, heater, 9,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [5622

ACE SERVICE STATION (LONDON), Ltd., offer:—

TRIUMPH Renown, 1950, black, beige leather, 7,000 miles, £1,625.

NORTH Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). [3517

GORDON CARS (LONDON), Ltd.—1950 Triumph Renown saloon, grey, below.

GORDON CARS (LONDON), Ltd.—1949 Triumph 2000 saloon, grey, below.

GORDON CARS (LONDON), Ltd.—1949 Triumph 2000 Roadster, black, below.

GORDON CARS (LONDON), Ltd.—1948 Triumph 1800 Roadster, grey.

GORDON HOUSE, 373, Euston Road, London, N.W.1. Euston 6611. [3098

1939 (reg. Nov., '38) Triumph Dolomite 14/65 Roadster.—See "Sports Car Column." [2765

1949 Triumph 2000 saloon, 8,000 miles; £1,495.—C. A. Peto, Ltd., 42, North Audley St., W.1. May. 3051. [3041

275gns.—1938 Triumph 14 Vitesse saloon, good condition.—Autoships, 5, Balham High Rd. Balham 1509. [3209

1948 (December) Triumph 2000cc Roadster, grey with red leather, 14,000 miles; £1,050.—Wimbush & Co., Abbey 6896. [3507

ROADSTER Triumph 2000, 1949, one owner, radio, 10,000 miles, as new; £1,250; near offer.—Revett, 18, St. Margaret's Green, Ipswich. [3451

1949 (July) Triumph 2000 Roadster, black, green leather, radio, loose covers, 3,000 miles only. —J. R. Inwards, Ltd., High St., Ruislip 3033-4-5. [3520

1939 Triumph Dolomite 2-litre saloon, one owner condition throughout; £435.—Value Cars, Ltd., 362, Upper Richmond Rd., East Sheen. Prospect 7520. [352

TRIUMPH Renown saloon, 1950, 12,000, grey with grey leather, radio and heater.—Lamb's, Ltd., Standard House, Southend Rd., Woodford, Essex. Wan. 0123 (8 lines). [300

1937 Triumph 14hp sports saloon, engine reconditioned, 6,000 miles; £385.—Vandervells (buyers of good used cars), 215, Haverstock Hill, N.W.3. Primrose 4441. [2116

GLORIA saloon, 1936 model, reg. '35, resleeved, resprayed and completely overhauled recently, 16hp, heater and fog lt., etc., immaculate throughout; £350.—Tel. Marlow 82. [2735

1950 Triumph Renown, maroon, 14,000 miles, excellent condition, out of covenant September 2, 1951; £1,600 or nearest offer.—D. Kim, 475, Barking Rd., Plaistow, London, E.13. [2749

ROSE & YOUNG, Ltd., offer: 1949 Triumph 2000 Roadster, low mileage, immaculate condition, £1,025.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station.) Tulse Hill 6464. [1667

THE answer to a sportsman's dream, an 11hp 2-seater Triumph Gloria (1936) with a kick in it for £450, 52,000 miles, only been used for local journeys.—J. M. May, Maenson House, Whitehall Rd., Leeds, 12. [2117

LONDON CARS offer 1937 Triumph 14/60 Vitesse sports saloon, suede green, sound condition, treasured model, written guarantee, £348.—592-6, Greenford Rd., Greenford, Middx. Waxlow 2645. [2523

1935 (Oct.) Triumph Gloria 16hp Roadster, licenced Dec., radio, black, interior red leather, engine and all in excellent condition; £365.—Wicks, West Market Place, Cirencester, Glos. Cirencester 304. [2749

1949 Triumph 2000 Roadster, grey/grey leather, radio, 19,000 miles, beautifully kept car, any inspection invited, 3 months' guarantee; £1,175.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [5022

1948 (July) Triumph 1800 Roadster, grey leather, 21,000 miles, recent complete overhaul, with new set tyres, one owner regularly serviced, perfect car, £1,095.—Terriers Garage, 125, Amersham Rd., High Wycombe. Tel. 949. [3148

1949 (August) Triumph 2000 saloon, metallic grey, tailored loose covers, radio, etc., 13,000 miles, carefully maintained, beautiful condition throughout; £1,525; no dealers.—348, Norwood Rd., S.E.27. Gipsy Hill 1131, 9 a.m.—5 p.m. [2769

1095gns.—Triumph 2000, 1949, Roadster coupe, champagne, tan leather, Windtone horns, one careful owner, small mileage, practically new condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [3311

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

TRIUMPH

1948 Triumph razor edge, £1,095.—Smith and Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [3298

1950 Triumph 2-litre Renown saloon, 1,900 miles. —Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [3666

1939 Triumph 12 saloon, 2 owners, alleged 31,000 genuine; £575.—Silverthorne Motors, Ltd., 1013, Finchley Rd., N.W.11. Meadway 2288. [2501

£495!—Triumph 14hp Dolomite drop head Roadster, 1939, a very scarce and unusual model, stylish modern lines with attractive bodywork finished in black with abundant chrome relief, plain trimmed leather upholstery, remote control gear box, large type instruments, special interior heater with windscreen demisting incorporated, twin Lucas Bi-flex head lamps, dual loud soft horns, engine equipped with twin S.U. carbs, put up a really remarkably satisfying performance; a delightful car to drive and own.

£395!—Triumph 2-litre Dolomite Royal sports saloon, 1938, another very scarce and valuable example, considered by many to be the finest produced; a really fast, powerful car with attractive modern lines, excellent tyres.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue of 400 cars, hire purchase, part exchanges, fares refunded in full to purchasers from any part of the country; free delivery anywhere in the United Kingdom; showrooms open till 8 p.m. Monday to Saturday. [3193

Triumph Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase Triumph cars.—320, Euston Rd., N.W.1. Euston 1212.

£750 cash offered for post-war Triumph Roadster. Tel. London, Mitcham 3888. [3652

ROWLAND SMITH'S, the Triumph buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

ALMOST new Triumph required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0653

MARSTON MOTOR Co., Ltd., for your Triumph.—Tel. Sta. 8000.—Seven Sisters Rd., Tottenham, N.15. [0182

CASH buyers of low-mileage 1800 and 2000 Triumphs, distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0804

BRITISH & COLONIAL MOTORS, Ltd., require good Triumph cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [2145

C. A. PETO, Ltd., 42, North Audley St., W.1, urgently require post-war small mileage Triumph cars in first-class condition.—May. 3051. [3048

IF your car is in London and is a post-war model it can be seen and purchased within an hour of 'phoning Mayfair 7654, the London Buying Office of Lamb's, Ltd. (Woodford, Essex), Slough House, 16, Berkeley St., W.1. [2854

Triumph Spares and Service

S&T

STANDARD & TRIUMPH SALES, Ltd.—Service and spares for all models; manufacturers' largest stockists in Britain of spares and service exchange assemblies.—Standard & Triumph Sales, Ltd., London Distributors, Junction of Boundary Rd. and Abbey Rd., St. John's Wood, N.W.2. Maida Vale 9114. (10 lines).

NEWNHAMS, Ltd.

TRIUMPH specialists, service and spares for all models, incl. Dolomite type radiator grilles.—Newnham House, 235-7-9, Hammersmith Rd., W.6. Riv. 4646. [1539

BASIL ROY, Ltd.—Triumph spares, complete stock, wholesale and retail.—161, Gt. Portland St., W.1. Langham 7733.

STANDARD and Triumph spares and service, replacement units.—W. T. Richards (Bexleyheath), Ltd., 74-78, Broadway, Bexleyheath. Tel. 1666-7. [0499

TRIUMPH spares for all post-war models; largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3322). [0355

UTILITY CARS

DICKS:—

1947 (registered) Ford V.8 30hp utility, full 8-seater, wood manufactured body, £10 tax; £550.

1938 Rover 14 utility, well built body, 6-seater.

1947 Hillman 10 utility, definitely unmarked; £750.

DICKS CAR SALES, Ltd., 385-401 High Rd., Kilburn. Maida Vale 6888-9. [9346

COACHCRAFT offer:—

ROLLS-ROYCE 20, F.W.B., fitted with brand new drop tail, 8-10-seater utility body by specialist firm at cost of approx. £400; this desirable and distinctive vehicle is in superb condition throughout and will appeal to any gentleman requiring high grade brake for general estate work, etc.; £325; exchanges.

COACHCRAFT, Elm Rd., Evesham. Tel. 6539. [3204

ELITE MOTORS offer:—

1950 Ford & Martin Walter Utilecon, speedo readings 10,000 miles, the whole vehicle excellently maintained, as new throughout, used privately, cellulosed in beige; £595.

ELITE MOTORS, 951-961, Garratt Lane, Tooting Broadway. Tel. Balham 2474, four lines. [3589

MONTROE MOTORS offer:—

1937 Vauxhall 12 utility; £295.—Montroe Motors (N. H. Boswell), 91-7, Epping New Rd., Buckhurst Hill, Essex. Buc. 1171-2. [1306

1949 Austin A40 Countryman, superb.

GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 3268. [2032

READ BROS. MOTOR Co. (LONDON), Ltd., offer:—

1948-9 Ford 10 Martin Walter Utilecon, immaculate; £665.

1948 (reg.) Hillman 10hp utility, superb condition; £545.

MANY others; terms, exchanges.—56, Christchurch Rd., Colliers Wood, S.W.19. Liberty 1604. [8722

ACLAND & TABOR, Ltd., Welwyn 481, offer with 3 months' guarantee:—

1949 Jowett Bradford 6-light utility, one owner, speedometer 18,000 miles, exceptional order; £550. [3429

UTILITY CARS

1946 Austin 8 utility, 4 seats, metal body, excellent condition; £525.

CONTINENTAL CARS, Ltd., Portsmouth Rd., Send, Surrey. Ripley 3122. [3025

1927 Rolls-Royce 21hp utility.—Autowork, Ltd., Winchester. Tel. Winchester 4834/3406. [2927

1946 Hillman 10 estate car, v.g. condition; £675; exchanges.—Tel. Park 6736, or Aylesbury 164. [3352

1949 (Nov.) Standard Vanguard estate car, radio, heater, green.—Ernest Sutton. Tel. Rogate 4 (trade only). [3108

BRADFORD de luxe utility, late 1948, taxed year, excellent condition; £530.—Buntings Motor Exchange. Tel. Harrow 908. [3242

1950 series utility I.F.S., genuine 14,600 miles, as new inside and out; £1,275.—Marsh, Limpley Stoke (Tel. 2156), Bath. [3134

BRADFORD utility 1950 (March), mileage 8,500, regularly serviced and in perfect condition; £610. —Grice & Young, Ltd., Christchurch. [1851

AUSTIN 10, personnel utility, excellent condition, £295; Morris 10, £275.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [5703

1947 14hp Alvis estate car in perfect condition; £1,100.—Replies to Winterson, Griffin Farm, Appledore, Kent. Tel. Appledore 256. [2740

BRADFORD utilities for sale serviced by us, main agents since 1922.—Bunting's Motor Exchange, Bonnersfield Lane, Harrow. Tel. 1908. [0621

1950 (July) Fordson 10hp Martin Walter Utilecon Seven fold flat seats, pale green, 5,000 miles, spare unused, unmarked vehicle; £850.

1949 (Nov.) Standard Vanguard estate car, gunmetal, red leather, radiomobile, heater, one owner; £1,250, exchanges, hire purchase.—B. & H. Motors, 1464-8, High Rd., Whetstone, London, N.20. Hillside 6671-2. [2979

1947 Alvis 14 utility, one owner since new, in really excellent order; £725.—B. J. Hunter, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [3346

1946 Hillman 10hp Estate car, all-steel body, recellulosed grey, engine overhauled, brakes, etc., 5 new tyres, first registered 1950; £450.—78, Markhouse Rd., E.17. Key. 1660. [3658

WALTER SCOTT, Ltd.—1947 Bradford de luxe utility, grey, carefully used, excellent condition, taxed; £425.—39, College Crescent, Hampstead, N.W.3. (Finchley Road Tube). Pri. 5914. [1337

STUDEBAKER 1935 station wagon, fitted Perkins P4 diesel, engine done 25,000 since reconditioning, spare crown and pinion, 2 half shafts; £375.—R. P. Clark, Wheelers, Blackboys, Sussex. Tel. Framfield 351. [2767

£300.—Dec. 1936 Oldsmobile 6-cyl shooting brake, grained timber body, glass all round, 4 doors, 8-seater, very good condition, recellulosed.—Thioux, 44, Westlands Way, Oxted, Surrey. Oxted 877. [3660

NEW Austin 16hp taxicab chassis with coachbuilt 7-passenger utility body, easily converted to flat floor; £1,435, including purchase tax.—Prynn & Stevens, Ltd., Austin Distributors, 57, Acre Lane, S.W.2. Prixton 1155. [2088

£645.—Ford V.8 utility, another beautiful and rare special Canadian-built model, modern type frontal design, first registered 1946, with gear lever on steering column; 4-door full 8-seater, this vehicle is properly built and beautifully designed utility which literally looks worth £1,000; 3 months' guarantee, hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [2627

Utility Cars Wanted

CASH buyers of low-mileage utilities; distance no object.—Hattons, Lord St., Stockport. Tel. 2268.

ROWLAND SMITH'S, the Utility car buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0993

ALL types utilities wanted for cash.—Read Bros., Motor Co. (London), Ltd., 56, Christchurch Rd., Colliers Wood, S.W.19. Liberty 1604. [0324

JACK STONE & SON will purchase immediately 10-30hp utility shooting brakes or vans.—221, Upper Richmond Rd., Putney. Tel. day and night, Putney 1054-5, 2276-7. [3287

VAUXHALL 10

1946 Vauxhall 10 saloon, blue with brown leather throughout, engine recently reconditioned; £695.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [1597

1946 Vauxhall 10 de luxe sun saloon, colour black, brown leather upholstery, excellent value; 649gns.

RAYMOND WAY of Kilburn, hire purchase specialist, has 200 good used cars under £400.—Maida Vale 6044. [3216

GATEHOUSE offer 1939 Vauxhall 10 saloon; £465.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mou. 4444. [1029

HAMILTON MOTORS (LONDON), Ltd., 466-490, Edgware Rd., London, W.2. Paddington 0022 (12 lines). Vauxhall main dealers.

1947 Vauxhall 10hp, 25,000 miles, black, with brown cloth upholstery, body condition as new, tyres good, one owner; £765.

ALWAYS a good selection of used Vauxhalls in stock; H.M.L. will purchase for cash all Vauxhall cars, including latest models. [2017

1946 (December) Vauxhall 10 saloon, good condition, black and brown; £635.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [3336

1946 black, brown leather, owner sailing; can be seen London; best offer over £600.—Megrigor Lodge, Mandora Barracks, Aldershot (Tel. 688). [2791

1939 (May) Vauxhall 10, black, with brown hide, one owner, just fitted with replacement engine, 42,000 miles, outstanding condition throughout; £475.—J. Davy, Kensington 1108. [3084

VAUXHALL 12

1947 Vauxhall 12, small mileage, fine order.

GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 3268. [3396

1939 Vauxhall 12 saloon de luxe, new engine just fitted, recently overhauled, exceptional car; £485.

COLE'S GARAGES, Worple Rd., Wimbledon, London, S.W.19. Tel. Wimbledon 0195/6. [3553

£425.—Vauxhall 12-4 1939 4-dr. sal., original cond., all extras, well kept throughout; choice 3; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat. 9-6. (50 yds. Holland Park Tube.) [2733

VAUXHALL 12

1947 Vauxhall 12 (July), immaculate; £765.—Nott, 24, Himley Rd., Dudley, Worcs. [2739

1939 Vauxhall 12/4 saloon, excellent condition; £435; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [3706

1946 Vauxhall 12 de luxe sun saloon, colour black, brown leather upholstery, carefully maintained, low mileage; 699gns.

RAYMOND WAY of Kilburn, hire purchase specialist, has 200 good used cars under £400.—Maida Vale 6044. [3218

1947 Vauxhall 12, excellent condition; £725.—Morgan's Garage (Hounslow), Ltd., 730, London Rd., Hounslow. Hounslow 4422. [3522

1947 (November) Vauxhall 12hp low-mileage sln., colour blue, fitted Regency seat covers, etc., whole car looks like new throughout, open to any test; £775; exchanges.

HAROLD WEBB MOTORS, Ltd., 765-767, Romford Rd., Manor Park, E.12. Ilford 0681. [3173

1939 (June) Vauxhall 12 saloon, black, and brown leather, 6,000-mile rebored engine, good condition.—Shaw Motors, Ltd., 666-678, Garratt Lane, London, S.W.17. Wim. 3031-2. [2036

675gns.—Vauxhall 12 (Sept., 1946) 4-door saloon, black, sliding head, brown cloth, carefully used, exceptional condition, taxed; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [3319

VAUXHALL 14

WEMBLEY COURT MOTORS offer:—

1939 Vauxhall 14 saloon, black, in splendid condition throughout, any trial; £575.

1936 Vauxhall 14 saloon, black, in really good condition throughout, bodywork perfect; £275.

WEMBLEY COURT MOTORS, High Rd., Wembley. Arnold 5221-2. [3588

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—

1938 Vauxhall 14 saloon, black, brown leather upholstery, one owner since new, taxed; £495.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1631. [4110

1939 Vauxhall 14, excellent condition, any trial; £575.—Nicholls, Verney Rd., Winslow, Bucks. Tel. 191. [3452

1937 14hp Vauxhall saloon, £238 recently spent including replacement engine; £425.—Lawton-Goodman, 36, North Audley St., W.1. [1516

£225.—1935 Vauxhall 14 de luxe saloon, exceptionally clean condition throughout; bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [3683

1947 Vauxhall 14hp saloon, blue, brown upholstery, replacement engine, well tyred, very clean, radio; £825.—Golly's Garage, Earls Court Rd., S.W.5. Frobisher 0063. [9818

1937 Vauxhall 14 saloon, reconditioned engine, rear springs and shockers, a good car in excellent condition, only needs seeing; price £375.—9, Prince of Wales Rd., Coventry. Tel. Cov. 64700. [3446

CASS'S MOTOR MART.—1938 Vauxhall 14 de luxe saloon, recellulosed golden brown, reconditioned engine and suspension fitted, faultless, written guarantee.—5, Warren St., W.1. Euston 3523. [3572

VAUXHALL 17

£165.—Really exceptional Vauxhall Cadet sun saloon, 16.9hp, mileage 50,000 from new, engine overhauled at 43,000, fitted radio, reversing lamp, fog lamp, etc., good tyres, genuine 25 mpg. guaranteed 100% reliable, only two owners, taxed September, insured April, 1952.—Garrad Motors, 132b, Uxbridge Rd., Hanwell, W.7. Ealing 4635. [3269

VAUXHALL WYVERN & VELOX

CAR MART, Ltd.

1949 Vauxhall Velox saloon, heater, 13,000 miles; £1,095.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [3629

CAR MART, Ltd.

1950 Vauxhall Wyvern saloon, 200 miles; £1,350.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [3628

LEX GARAGES, Ltd., offer:—

1950 model (20/12/1949) Vauxhall Velox, blue with brown leather, radio, loose covers, 13,000 miles, immaculate throughout.

LEX GARAGES, Ltd., Lexington St., London, W.1. Gerrard 8600. [3515

LAYTONS OF OXFORD offer:—

£1225.—1950 Vauxhall Velox saloon, finished in black with brown leather upholstery, fitted with heater and radio, in immaculate condition throughout; terms over 24 months if required.

LAYTONS OF OXFORD (MOTORS), Ltd., New Rd., Oxford. Tel. 3381. [2809

H. A. SAUNDERS, Ltd., offer:—

1950 Vauxhall Wyvern saloon, green with brown leather interior, 3,000 miles; £1,225.

836—842, High Rd., N.12. Hillside 0024. [2840

H. A. SAUNDERS, Ltd., offer:—

1950 Vauxhall Velox saloon, grey with red upholstery, foglight, heater, radio, etc., 8,000 miles; £1,295.

836—842, High Rd., N.12. Hillside 0024. [2841

WADDINGTON MOTORS, Ltd., offer:—

1949 (Sept.) Vauxhall Wyvern saloon, taxed year, immaculate condition throughout; £1,050.—Fortune Green Rd., N.W.6. Ham. 2211. [9127

1949 Vauxhall Velox saloon, leather, radio, heater, one owner; £995.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [1595

1950 (June) Vauxhall Velox saloon, black, 7,100 miles.—Ernest Sutton. Tel. Rogate 4 (trade only). [3110

1950 (March) Vauxhall Wyvern saloon, black, 11,000 miles.—Ernest Sutton. Tel. Rogate 4 (trade only). [3109

VAUXHALL Velox 1949 saloon, beautiful condition throughout; £1,050 or terms.—Robin Wood Garage, S.E.19. Sydenham 6500. [8843

2000 miles only, 1950 Vauxhall Velox saloon.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [2158

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

VAUXHALL WYVERN & VELOX

1950 Vauxhall Velox saloon, radio, heater, loose covers, etc., 15,000 miles, as new; £1,195.

RATCLIFFE'S (PURLEY WAY), Ltd., Purley Way, Croydon, Surrey. Tel. Croydon 5678/9. [3391

GOLDERS GREEN.—H. A. Saunders Ltd. 1950 Vauxhall Wyvern saloon, blue/brown, 5,754 miles, £1,090.—Below.

1949 Vauxhall Wyvern saloon, black/fawn, low mileage; £995.—144, Golders Green Rd. Spe. 0011. [3577

1949 Vauxhall Velox saloon, colour black, brown leather upholstery, many extras, low mileage, taxed year; 979gns.

RAYMOND WAY of Kilburn, hire purchase specialist, has 200 good used cars under £400.—Maida Vale 6044. [3212

300 miles only, 1950 Vauxhall Wyvern saloon.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [2154

1950 model Vauxhall Velox, black, 12,000 miles, as new; £1,135.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. 4371. [8182

VAUXHALL Wyvern saloon, 1950, 10,000 mls., grey with brown leather.—Lamb's, Ltd., Standard House, Southend Rd., Woodford, Essex. Wan. 0123 (8 lines). [2999

DECEMBER, 1949, Vauxhall Wyvern, in really immaculate condition, fitted radio and heater; £1,125.—Blue Star Garages, Ltd., Kensington High St., W.14. (Wes. 9851.) [3586

1949 Vauxhall Velox, black with brown leather, excellent top gear performance, splendid condition throughout; £995.—Pantiles Service Garage, London Rd., Guildford 5326. [2551

1949 Vauxhall Velox, black and brown leather, mileage 17,000, indistinguishable from new, £1,035.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [2329

1949 model Vauxhall Wyvern saloon, first regd. 3/11/48, blue with blue leather, radio and heater, recorded mileage 14,000; £1,050.—Herbert Robinson, Ltd., Cambridge. Tel. 4461. [3016

1949 Vauxhall Wyvern saloon, blue, radio, heater, loose covers, screen spray; 3-month guarantee; any inspection; £1,025.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [3020

VAUXHALL Wyvern 12hp saloon, 1950 car, one owner and very carefully used; a beautiful car for a beautiful lady or equally a sound proposition for business; in really 100% condition; £1,150; exchange or terms.

MARBLE ARCH MOTOR SUPPLIES, Ltd., Lower High St., Watford. Tel. Watford 4491. [9845

TANKARD & SMITH, Ltd., offer 1950 Vauxhall Wyvern saloon de luxe, speedometer reading 4,000 miles only, black with fawn leather upholstery, £1,150. 3 months' written guarantee.—97, Peckham Rd., S.E.15. Tel. Rodney 2051. [3003

1950 model Vauxhall Wyvern saloon, reg. Oct., 1949, grey, with brown leather, guaranteed 11,000 miles, perfect; £1,025.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [3255

1950 Vauxhall Wyvern saloon, green with brown leather upholstery, 11,000 miles, £1,125; part exchanges, deferred terms, written guarantee.—Chain Garages, Hanger Lane, Western Ave., Ealing, W.5. Per. 4404-5. [3536

1950 Vauxhall Velox saloon, green with green leather upholstery, fitted with radio, heater and many extras, 7,000 miles; £1,225; part exchanges, deferred terms, written guarantee.—Chain Garages, Hanger Lane, Western Ave., Ealing, W.5. Per. 4404-5. [3535

1949 Vauxhall Wyvern, sparingly used, sole private owner, unfailingly serviced, impeccably kept, coachwork, interior, car beyond criticism for performance, general condition; 915gns; terms, exchanges.—Home & Overseas Motors, 160, Finchley Rd., N.W.3. Hampstead 0087-8-9. [2258

VAUXHALL MISCELLANEOUS

S

SHAW & KILBURN, Ltd., for Vauxhalls.

IT is important that the car you purchase is in excellen condition throughout.

SELECTION of such modern Vauxhalls at

4—6 Berkeley Sq., W.1. Grosvenor 4328. [0017

VAUXHALL and other makes of used cars in good condition, let us know of your requirements. Tel. Uxbridge 737.—Gregory's of Uxbridge. [0039

GRAHAM BROTHERS (MOTORS), Ltd., main dealers, 7-15, Peter St., Manchester, 2 (Bla. 9887), always have a fine selection of post-war Vauxhall models carrying full warranty; your inspection invited. [0283

A & S Limousine 1938 Grosvenor, partition, seven passenger, forward seats, magnificent condition, leather. Seen:—

ALPE & SAUNDERS (100 Limousines; Lists posted) Providence Court, Grosvenor Square. Mayfair-2941. [2969

Vauxhall Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase Vauxhall cars.—150, Park Lane, W.1. Grosvenor 3434. [0975

S

SHAW & KILBURN, Ltd., Vauxhall main dealers.

WILL purchase modern Vauxhall cars.

4—6, Berkeley Sq., W.1. Grosvenor 4328. [0018

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ROWLAND SMITH'S, the Vauxhall buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0994

DICKS

THE Vauxhall buyers.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [1292

I REQUIRE post-war Vauxhall urgently.—Fortune, 33, Cambridge Rd., Wanstead, E.11. [0572

CASH immediately for good Vauxhall.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [3227

BRITISH & COLONIAL MOTORS, Ltd., require good Vauxhall cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [3144

Vauxhall Cars Wanted

ARLINGTON MOTOR Co., Ltd., main dealers, will purchase post-war Vauxhall cars.—Tel. Waltham Cross 2760. [0612

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Vauxhall from 1937 onwards.—Wembley 8691-2. [0674

CASH buyers of low-mileage Wyvern and Velox Vauxhalls, distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0505

MODERN low-mileage Vauxhall 10, 12 and 14hp cars urgently wanted; write or call.—Golly's Garage, Ltd., 111a, Earl's Court Rd., S.W.5. Fro. 0063. [0479

URGENTLY required, post- and pre-war Vauxhalls; cash immediately.—Hamilton Motors (Ldn.), Ltd., Vauxhall main dealers, 466-490, Edgware Rd., London, W.2. Call, write or tel. Paddington 0022. [0699

BROADWAY MOTOR Co. (main dealers) will purchase Vauxhall and other makes in really good condition; special arrangements for buying or selling on commission basis.—3-13, Russell Rd., Wimbledon, S.W.19. Liberty 2494. [0622

Vauxhall Spares and Service

C.A.C.

CROYDON AUTOMOBILE COMPANY, Ltd.

VAUXHALL-BEDFORD rebuilt assemblies exchanged at manufacturers' repair rates, complete rebuilt Vauxhall-Bedford electrical components, dynamos, starters, distributors, etc., exchanged at 50% manufacturers' list price; radiator exchange service and all other repairs to your Vauxhall or Bedford at:—

BEDFORD House, 380-388, London Rd., Croydon. Tel. Thornton Heath 3276 (14 lines). [0205

BROADWAY MOTOR Co.

WE specialise in service replacement units for Vauxhall 10, 12 and 14hp, etc.

GEAR boxes, differential units, front suspension units, engines, large stocks of Vauxhall spares.

BROADWAY MOTOR Co., 3-13, Russell Rd., Wimbledon, S.W.19. Liberty 2494-5-6. Stores: Liberty 6368. 'Grams: Autospare, Wimble, London. [0635

EGHAM MOTOR Co. for Vauxhall cars, spares and service.—Egham By-pass. Egham 131. [0196

FOR Vauxhall mudguards, running boards, 1935-9.—Brooks, 5 and 6, Frederick Place, Brighton. Brighton 21147. [0381

K.J. MOTORS, Ltd.—Replacement engines and vast stocks of all spares and accessories available for immediate delivery.—137-149 Widmore Rd., Bromley, Kent. Rav. 5456-7-8-9. [0393

VETERAN CARS

WELHAM, Veteran Car Specialist, Surbiton Hill Rd., Surbiton. Kimbridge 1873.—Buy and sell pre-1914.

1904 Wolseley 6hp 2-seater, V.C.C. certificate held, low mileage and full history known, completely restored to original condition, perfect mechanical and body order; seen Hertfordshire; offers.—Box 3728. [3445

VINTAGE CARS

14hp Vauxhall two-seater drop head coupe, 60 mph, 27-30 mpg, oil 1 pint per 250 miles, 1934 but laid-up throughout war and in amazing condition body and chassis, lighting modernized, 2 foglamps, new battery, tyres good, owned by mechanical engineer going abroad, licensed and insured to end year; £300 or offer for quick cash sale.—Box 3740. [3496

VOLKSWAGEN

RAYMOND WAY,

SEVEN KINGS Branch, offer:—

409gns.—1948 Volkswagen, type 2, first reg. late 1949, original black paint in very clean condition, 4 new tyres, 100% mechanical condition, 41,000 kilometres since new, taxed.

RAYMOND WAY MOTORS, Ltd., 773, High Rd., Seven Kings. Seven Kings 4066. [2814

COLBORNE GARAGE, Ltd., Ripley, Surrey. Tel. 2361.—Sole distributors for Great Britain. Sales, service and spares. [0373

Volkswagen Cars Wanted

VOLKSWAGEN wanted, in good condition, at reasonable price.—Tel. Valentine 4674. [2052

CLARKE & SIMPSON wish to purchase the best examples.—73, 79, Cadogan Lane, Sloane Square, London, S.W.1. Tel. Sloane 4727. [0567

WILLYS

1939 Willys 16hp saloon.—Autowork, Ltd., Winchester. Tel. Winchester 4334/3406. [2924

WOLSELEY

E

EUSTACE WATKINS, Ltd., the London Wolseley distributors and official service station, offer the finest facilities when selling used cars.

1948 Wolseley 8hp saloon, black, brown upholstery, 18,000 miles, one owner.

ALSO other post-war Wolseley models available.

LOW mileage Wolseleys are scarce; should your model not be in stock put your name on our used cars register for early notification.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5951) and 12, Chelsea Manor St., S.W.3 (Flaxman 8181). [1234

CAR MART, Ltd.

1950 Wolseley 6/80 saloon, heater, 12,000 miles; £1,425.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [3625

H. A. SAUNDERS, Ltd., offer:—

1950 Wolseley Four-Fifty saloon, maroon with maroon interior, 11,000 miles; £1,345.

836—842, High Rd., N.12. Hillside 0024. [2838

CHARLES RICKARDS, Ltd., offer:—

1949 (Dec.) 1950 model Wolseley 6/80 saloon, 1 owner, moonstone grey, 14,000 miles, excellent condition; £1,295.

ALSO a good selection of genuine low mileage cars offered with our 3 months' guarantee.

56, Bayswater Rd., W.2 (next door Lancaster Gate Tube Stn., 5 mins. from Marble Arch). Pad. 1820. [2866

WARWICK WRIGHT, Ltd., offer:—

1950 Wolseley 4/50 saloon, grey, brown leather, radio and heater, 9,000 miles.

WARWICK WRIGHT, Ltd. 150 New Bond St., W.1. Mayfair 9761. [2672

1950 (July) Wolseley 6/80 grey saloon, new; £1,500.—Porter, Arthur Hse., Barnet Lane, N.20. [3663

WOLSELEY

CHARLES FOLLETT, Ltd., offer:—

1948 12/48 Wolseley saloon, black, brown upholstery, one owner, 25,000 miles, far above average condition; £975.

18, Berkeley St., W.1. May. 6266.

SERVICE Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936/8. [3051

SAUL & SLATTER, Ltd., offer:—

1947 Wolseley 18hp saloon, black, in excellent condition throughout; £425.

44—46, Aldermans Hill, N.13. Tel. Pal. Grn. 1205-7173. [325]

H. A. SAUNDERS, Ltd., Radlett, Herts.

1950 Wolseley 6/80 saloon, black with brown leather and heater, 10,000 miles; £1,525.—Radlett 6167. [9915

H. A. SAUNDERS, Ltd., Radlett, Herts.

1950 Wolseley 4/50, black with brown leather and heater, 10,000 miles; £1,350.—Radlett 6167. [9914

MEBES & MEBES, Ltd. (Est. 1895), offer:—

1949 Wolseley Six-eighty de luxe saloon, black, fawn hide upholstery, heater, 12,000 miles, practically a new car, taxed; £1,275.—The Broadway, Mill Hill, N.W.7. Tel. Mil. 2040. [3115

GORDON CARS (LONDON), Ltd.—1950 Wolseley 6/80 saloon, maroon.—Below.

GORDON CARS (LONDON), Ltd.—1949 Wolseley 4/50 saloon, black.—Below.

GORDON CARS (LONDON), Ltd.—1948 Wolseley 18 hp saloon, black.

GORDON HOUSE, 373, Euston Rd., London, N.W.1. Euston 6611. [3091

1937 Wolseley 25hp 7-seater limousine, in sound mechanical order throughout; £485.

1950 (July) Wolseley Six-Eighty saloon, black, brown leather upholstery, heater, 19,000 miles, one owner; 1,485.

LYNE, FRANK & WAGSTAFF, Ltd., 3-5, Crouch End Hill, N.8. Mountview 4401. [7769

LIMOUSINE, 1939 25hp Wolseley, not ex-hire; £495.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. [3054

BEARTS of Kingston. Wolseley distributors.—Sales, spares and repairs.—102, London Rd., Kingston. Tel. 3348. [0083

369gns.—1939 Wolseley 12 de luxe saloon, superb condition.—Autoships, 5, Balham High Rd., Balham 1509. [3204

1950 Wolseley 6/80 saloon, 5,000 miles (guaranteed genuine), absolutely indistinguishable from new; £1,465.

C. & W. MOTORS, Ltd., Queen's Head Garage, East End Rd., N.3. Finchley 6236-7. [3399

1950 (August) Wolseley 6/80, grey, 7,000 miles, spotless, £1,450.—Sharland, Meadway, Berkhamsted 489. [3169

1936 Wolseley 10 saloon, guaranteed; £225, payments.—Oldfield, 396, Kensington High St., W.14. Western 6631. [3417

£235—Wolseley 12 saloon 1936, rebored, mechanically excellent, perfect upholstery.—Crediton (Devon) 375. [3443

1936 Wolseley 14 saloon, excellent condition; £325.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [4341

1948 Wolseley 12 saloon, black/brown, nominal mileage, perfect; £900.—L. F. Dove, Ltd., Guildford Rd., Woking 1282. [3669

1939 Wolseley 25hp 4-door Wingham coupe, finished black, with brown leather, in nice order and condition; £550.

F. W. APPERLEY & SONS, Ltd., New Brighton, Wallasey. Tel. Wallasey 3600-3601. [3349

1950 (Aug.) Wolseley 6/80 saloon, black, radio, heater, loose covers, etc., 8,000 miles.—Ernest Sutton, Tel. Rogate 4 (trade only). [3103

1938 Wolseley 12 de luxe saloon, black, brown hide, very clean and in excellent mechanical order, £455.—King's Motors, 1, High St., Hounslow. Tel. 3532. [3404

1938 Wolseley 21hp saloon, black, upholstered leather; £460.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [3297

1950 Wolseley 6/80 saloon, first registered 18/7/50, finished in black with brown leather upholstery, 6,300 miles, fitted radio and heater, in first-class condition.

ARTHUR MULLINER, Ltd., Bridge St., Northampton. Tel. 907. [3010

£365—1937 Wolseley 12hp de luxe saloon, black, blue leather, excellent condition, engineer maintained, taxed, insured, any trial; bargain.—Box 3733. [3489

ARCHIE SIMONS & Co., Ltd.—1939 Wolseley 12 sln., colour black, reconditioned engine just fitted, immaculate throughout; £645.—94, Gt. Portland St., W.1. Lan. 1343. [3069

1949 Wolseley 6/80 saloon, maroon, taxed, one owner, 13,000 miles, as new; £1,375.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [2328

1949 Wolseley 4/50 saloon, black with brown leather, heater, 12,000 miles, very carefully maintained; £1,250.—Herapath, 67, Onslow Gdns., S.W.7, or Met. 8742. [3158

1950 (Sept.) Wolseley 4/50 saloon, black, radio and heater, 8,000 miles, taxed year; £1,275; terms and exchanges.—Dalston Motors, 517, Kingsland Rd., Dalston, E.8. Clissold 4943. [3605

290gns.—1938 Wolseley 18/80 4-door de luxe saloon, carefully maintained, week's special bargain; £120 deposit.—George Clarke (Motors), Ltd., 276, Brixton Hill, S.W.2. Tulse Hill 3211. [8742

1947 Wolseley 12, finished green, brown leather, one owner, Masteradio; £850.—Hendon Central Garage, Ltd., 44-46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1423-4. [2077

1939 Wolseley 25hp saloon, black with brown leather upholstery, reconditioned engine recently fitted, superb condition throughout; £650.—P. G. Page, 38 Crouch St., Colchester. [2701

1946 (December) Wolseley 18 saloon, fitted new engine, not yet run-in, very good condition throughout; £765.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [3260

WALTER SCOTT, Ltd.—1937 Wolseley 14 saloon, dark blue, carefully used, excellent condition; £395, terms and exchanges.—39, College Crescent, Hampstead, N.W.3 (Finchley Road Tube). Pri. 5914. [2973

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1949 6/80 Wolseley (Oct.), black with brown leather, 12,500 miles only, in immaculate condition with heater and radio, as new; price £1,595.—Tel. Enf. 4407. Holt, 7, Savoy Parade, Enfield. [2798

1938 Wolseley 14 grey saloon, blue leather, new Watkins engine, transmission overhauled, no dents, well-kept interior; nearest £450.—Routledge, Whitefriars, Blakeney, Norfolk. Cley 292. [3659

1937 Wolseley limousine de ville 25hp, engine perfect, body, paintwork and interior excellent, ideal family or hire car, price £285.—Mr. Oliver, 59, The Chase, London, S.W.4. After 6 p.m. [3455

1939 Wolseley 18 saloon, black with brown leather, 11,000 miles since reconditioned engine fitted, excellent condition.—Shaw Motors, Ltd., 666-678, Garratt Lane, London, S.W.17. Wim. 3031-2. [9038

1950 (June) 4/50 Wolseley saloon, in black, guaranteed mileage 6,000-odd, absolutely unmarked inside and out, spare wheel unused; accept £1,350.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [1571

885 gns.—1948 (November) Wolseley 18/85 de luxe sun saloon, black, brown hide upholstery, mileage 21,000 only; £10 tax; finest Wolseley ever offered by us, deposit £310.—George Clarke (Motors), Ltd., 278, Brixton Hill, S.W.2. Tulse Hill 3211. [6337

495 gns.—Wolseley Super 6 1939 (registered 1946) 21hp de luxe 4-door saloon, black, brown leather, very good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [3318

£444—Wolseley 18/80 special saloon; this vehicle is the saloon de ville with boot in rear, very magnificent and modern looking, beautifully maintained; This vehicle is so beautiful it has often been mistaken for much later model; worth £700; luxurious interior, magnificent performance; opportunity to acquire thoroughbred car at very low price; 3 months' guarantee, hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley. Fin. 6221. [3343

A & S Limousines 1939 21h.p. 7-passenger, partition, leather throughout, exceptional condition, economical, from £725. Seen:—

ALPE & SAUNDERS (100 Limousines; Lists posted) Providence Court, Grosvenor Square. Mayfair-2941. [2970

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C
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THE CAR MART, Ltd., wish to purchase Wolseley Four-Fifty cars.—320, Euston Rd., N.W.1. Eus. 1212.

Wolseley 6/80 Cars Wanted

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THE CAR MART, Ltd., wish to purchase Wolseley Six-Eighty cars.—150, Park Lane, W.1. Gro. 3434.

WOLSELEY 6/80 saloon required.—Turnbull, Ross House, Station Hill, Winchester. [2928

Wolseley Cars Wanted

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ROWLAND SMITH'S, the Wolseley buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

ALMOST new Wolseley required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0857

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EUSTACE WATKINS, Ltd., as sole London Wolseley distributor with the largest Wolseley clientele, are the best market for used Wolseley cars.

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CASH immediately for good Wolseley.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [3228

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Wolseley from 1937 onwards.—Wembley 8691-2.

CASH buyers of low-mileage Wolseley 8s, 12/48, 14/60, 4/50; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0806

7-Seater Limousines 25hp-Series Three. Details please. Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [6273

BLAKES, Wolseley distributors, will purchase any non-Covenant Wolseley car.—110, Bold St., Liverpool, 1. Tel. Royal 6622. [7737

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1939 Wolseley 25hp series 3 seven-seater limousine.—R. Hardy & Son, 55, Marylebone High St., W.1. Tel. Welbeck 1101-3. [0316

CLARKE & SIMPSON wish to purchase the best examples from 1938 onwards.—73, 79, Cadogan Lane, Sloane Square, London, S.W.1. Tel. Sloane 4727. [0566

Wolseley Spares and Service

WOLSELEY spares and repairs.—Ramsay Motors, Ltd., 242-248, High St., Barnet 3240. [0707

FOR Wolseley mudguards, running boards, 1935-46.—Brooks, 5 and 6, Frederick Place, Brighton. Brighton 21147. [0386

R. HARDY & SON, 55, Marylebone High St., W.1. Welbeck 1101.—Spares, reconditioned units, service and repairs for all Wolseley 1937-1951 models. [0316

EUSTACE WATKINS, Ltd., Chelsea Manor St., S.W.3 (Flaxman 8181), for Wolseley service; complete overhauls, coachwork and reconditioned engines. [0277

BROCKHURST GARAGE.—Harrow agents for Wolseley sales, service, spares, reconditioned units.—Uxbridge Rd., Harrow Weald, Middlesex. Tel. Grimsdyke 561. [0204

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Miscellaneous Cars Wanted

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ROWLAND SMITH'S, the car buyers.—Hampstead (Hampstead Tube). Open 9-7 week-days, Saturdays. Hampstead 6041 (10 lines). [0996

BROADWAY MOTOR Co. want really good, low hp, pre-war or post-war cars; spot cash or sell on commission.—3-13, Russell Rd., Wimbledon, S.W.19. Liberty 2494. [0623

RAYMOND WAY, the hire-purchase specialists, are still buying cars of all types, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0873

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1950 Ford 5cwt van, negligible mileage.

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PALMERS MOTORS, Ltd., offer:—

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1946 Fordson 10cwt van; £350.

1947 Austin 10cwt van; £335.

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MEBES & MEBES, Ltd. (Est. 1893), offer:—

1948 (Nov.) Bradford 10cwt van, grey, plain sides, one owner, small mileage, taxed; £435.—The Broadway, Mill Hill, N.W.7. Tel. Mil. 2040. [3116

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1949 Ford 5cwt van, unwritten, red/black; £455.

1947 Bradford 10cwt van, unwritten, green/black, £365.

1946 Commer 8cwt van, immaculate, finished grey, £445.

MANY others, terms, exchanges.—56, Christchurch Rd., Colliers Wood, S.W.19. Liberty 1604. [8725

1950 Morris 10cwt J-type van, 14,000 miles, perfect condition.

LYNE, FRANK & WAGSTAFF, Ltd., 3-5, Crouch End Hill, N.8. Mountview 4401. [5134

BEDFORD 10/12 vans, 1949 reconditioned engine, 1 owner, first class condition; terms; £550.

WITHAMS MOTORS, Ltd., 18, Balham Hill, S.W.12. Battersea 3280/3769. [3278

1950 Ford 10 van, 9,000 miles; £580.—Weston, Marsh Leys, Kempston, Bedford. [2764

AUSTIN A40 pick-up, small mileage.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. [1518

1950 Ford 10cwt pick-up truck, 12,000 miles, £495.—Broadway Motors, 67, High St., Hounslow. Tel. 0175. [2946

1940 Morris 30cwt chassis, fitted with special shooting brake body, perfect condition, 1 owner; £345.

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1936 Morris 10cwt large capacity box van, in good running order; £125.—Gordon Wooderson, 48a, Drewstead Rd., S.W.16. Tel. Streatham 8638. [7475

JOWETT main agents for the Bradford 8-10cwt vans and light trucks.—Saxon Jefferies, Ltd., 32, Wilmslow Rd., Didsbury, Manchester, 20. Tel. Didsbury 3446. [0040

ROYS AUTOMOBILES, Ltd., offer: 1950 series A40 van, in primer, 16,000 miles, £595; also 1948 Morris 10 van, £425.—127, Parkway, N.W.1. Euston 2700. [3600

1950 (July) Bradford 10cwt van, grey, unwritten, one owner, 9,000 miles, excellent condition, 3 months' guarantee, £495.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [3021

1948 Ford 10cwt van, low mileage, body fitted folding racks if required for laundry work, or suitable as gown van, in perfect order mechanically, and the whole in well-kept and excellent condition; £550.—Langholm Laundry, Point Pleasant, Putney Bridge Rd., Wandsworth, S.W.18. [3458

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5.00×14, 5.00×15, 4.00×17, 4.50×17, 4.75×17, 5.00×17, 5.25×17, 5.50×17, 6.00×17, 4.75×16, 5.00×16, 5.25×16, 5.50×16, 5.75×16, 6.00×16, 4.00×18, 4.50×18, 4.75×18, 5.00×18, 5.25×18, 5.50×18, 3.50×19, 4.00×19, 4.50×19, 5.00×19, 32×6 truck covers, 32×16 & 34×7 heavy duty covers.—Cleveland's Garage, Felixstowe Road, Ipswich. Tel. 77328 Ipswich. [0565

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BUSINESS AND PROPERTY, SITUATIONS, BOOKS

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CORNWALL.—Garage and filling station in attractive Cornish village, 11 mls. from Looe and Polperro; good dwelling house, open and lock-up garages, workshop, 2 elec. pumps; vacant possession; s.a.v.; Ref. AC 361.—Apply Button, Menhenitt & Mutton, Ltd., Wadebridge. [3692

IN good position, adjacent to main road, a general motor engineer's and complete reconditioning business, as a going concern, comprising garage and workshop, fully equipped with first-class modern machinery; two petrol pumps, large parking area; all main services; a good, genuine business; owner selling through ill-health; price, freehold, £2,000, including goodwill; stock and equipment at valuation; (ref. 5,110).

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BUSINESS AND PROPERTY

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SMALL garage premises, pump, workshop, 10-15 cars, S.W. London; freehold or rent.—Box 1550. [6145

GARAGES and filling stations, preferably with living accom., in Home or Southern Counties; well sited with good petrol sales; up to £15,000 will be paid for suitable premises; usual commission required; parts. to:

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FIRST-CLASS motor mechanics with all round experience in private cars, highest wages paid plus travelling and tool allowance, free overalls, good working conditions.—Write for appointment or call for interview, County Garage, Sackville St., Manchester, 1. [2891

BRITISH West Africa.—General mechanics required by large motor dealers, also mechanic with special diese; experience and another with machine tool experience; preferably single and aged 25-30 years, good pay and prospects; state qualifications.—Box 3654. [2721

CORNWALL.—Car and commercial vehicle buyer/salesman with first-hand experience and up-to-date knowledge of S H models and values, able to pass fidelity bond.—Application giving age and experience in confidence to Saltash Garages, Ltd., Wendron St., Helston, Cornwall. [2724

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MANAGER for leading firm Manchester motor agent and engineers, must have practical and administrative knowledge, able to control labour in engineering and body repairs dept., estimating insurance work, write in confidence to general manager stating past experience and wage required.—Box 3708. [2890

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COMPETENT storekeeper required, previous motor trade experience with Austin agent or distributor and knowledge of Austin parts and procedure essential.—Apply in writing with full particulars of experience and references to L. F. Dove, Ltd., Austin main dealers, 111-115, Addiscombe Rd., Croydon. [2730

CAR salesman, competent salesman required, must have proved record and wide experience of selling and be capable of earning big money on salary and commission basis, good appearance and speech essential; London & Surrey area, must live within easy distance of Croydon.—Box 3722. [3398

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SKILLED motor fitters urgently required, those with Ford experience preferred but not essential, cars, commercial vehicles, tractors, etc., also a few general fitters for work not in connection with motor repairs, spacious well-equipped workshops, good rates and excellent canteen facilities.—Apply, Works Manager, W. J. Reynolds (Motors), Ltd., Main Ford and Fordson Distributors, Ford House, New Rd., Dagenham, Essex. Rainham 770 (8 lines). [5275

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HISPANO-SUIZA No. 120 instruction book, etc., wanted.—Harley, Bury House, Bury St., Ruislip. [2715

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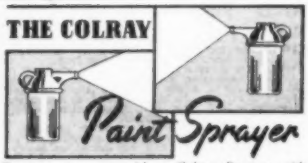

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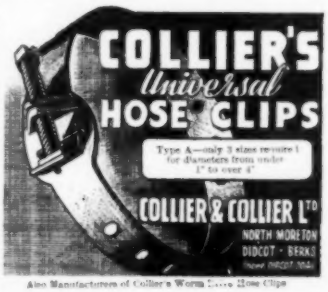

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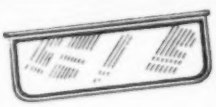

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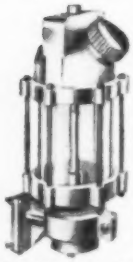

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